

**LOS ANGELES WORLD AIRPORTS
LAX COMMUNITY ROUNDTABLE MEETING**

**MINUTES
REGULAR MEETING: WEDNESDAY, NOVEMBER 8, 2000
PROUD BIRD RESTURANT
LOS ANGELES, CA**

Meeting convened at 7:00 p.m.

Roundtable Members Present:

John McTaggart, Chairman, Councilmember City of Rancho Palos Verdes
Roosevelt F. Dorn, Mayor City of Inglewood
Dee Hardison, Mayor City of Torrance
Judy Dunlap, Councilmember City of Inglewood
Kevin Sullivan, Councilmember City of Redondo Beach
Mike Cassidy for Councilmember Sam Edgerton, City of Hermosa Beach
Rick Learned, Office of Congressman Steve Kuykendall
Meryt McGindley, Field Deputy for Los Angeles Councilmember Ruth Galanter
Amy Ho, City of Monterey Park
Tonya Pace, City of Monterey Park
Chuck Hicks, FAA Western Pacific Region, Flight Standards
Mark Tellier, FAA Western Pacific Region, Operations Branch
Richard Cox, Air Transport Association
Roger Johnson, LAWA Deputy Executive Director for Environmental Affairs
Walt Gillfillan, Roundtable Facilitator

Others Present:

Mike Stevens, LAX Expansion No!
Denny Schneider, Osage Neighbors Association

REVIEW & DISCUSSION OF OCTOBER MEETING MINUTES

The following corrections were made to the minutes:

- Denny Schneider was present during the October Roundtable meeting;
- Page 4 of the minutes should be corrected to show that Denny Schneider requested LAWA explore the possibility of changing the CNEL requirement from 65 dB to 55 dB, not 60 dB.

Upon motion and second from the members of the Roundtable, the October 2000 minutes were unanimously approved.

REPORT FROM THE FORMATION COMMITTEE

The Formation Committee is still in the process of considering the issues identified by Mr. Gillfillan, and hopefully will be able to put together a work program by the next meeting that will get the Roundtable started toward producing some usable output. In addition, no final decision has been reached on Roundtable membership except, for the time being, to keep it open to those interested parties that represent community groups, representatives of the federal government, the airlines, the county, the cities involved and our federal representatives.

PRESENTATION BY LAWA NOISE MANAGEMENT SECTION

Kathryn Pantoja, Environmental Supervisor of the LAWA Environmental Management Division-Noise Management Section made a presentation to the Roundtable, using PowerPoint graphics, of the flight track information requested by Inglewood Mayor Dorn and by Hermosa Beach Councilman Edgerton

Mr. Dorn requested flight track & altitude information concerning deviations from Over Ocean Operations during a 30-day period. This information included arrivals & departures that flew over Inglewood during the hours of 12:00 midnight to 6:30 a.m.

During the month of September there were 10 days that LAX had to deviate from Over Ocean Operations due to weather, runway construction or maintenance, or other safety factors. The Noise Management Section established two radar gates, one along the Harbor freeway and one at Hollywood Park, which showed the flight track and altitude as the aircraft penetrated the gate. The slide showing the gate penetration showed two clusters of flights on approach to the north and south complexes of LAX. The data showed that the aircraft were at an average altitude of approximately 1800 feet at the Harbor Fwy. and 900 feet at Hollywood Park. There was one easterly departure from the south complex on September 14th that overflow Lennox and Inglewood and then headed south. The east departure penetrated the Hollywood Park gate at an altitude of just over 1400 feet. The compliance rate for Over Ocean Operations during the month of September was 92 percent.

Mr. Edgerton requested flight track and altitude information regarding missed loop departures overflying Hermosa Beach during the first 11 days of October.

Jet aircraft are assigned to fly the loop departure. The aircraft flying the loop attempt to fly over the LAX VOR, located at the southwest corner of the airport, at or above 10,000 feet. The VOR transmits a "combed" signal that gets wider the higher the altitude. The data showed a total of 38 aircraft overflow Hermosa Beach during the period. These aircraft were at an average altitude of just over 13,000 feet as they crossed the shoreline, with the lowest at approximately 9000 feet. Noise Management also showed there was a total of 47 overflights in September and 70 in August.

LAWA ANNOUNCEMENT

Mr. Roger Johnson announced that effective November 14th, the response to noise complaints would be handled by the Noise Management Section of the LAWA Environmental Management Division. The phone calls will still be answered by the ANCRO section of LAX Airfield Operations, since this office is a 24/7 operation. The complaints will be given a unique tracking number that will be provided to the caller, which can be used to identify a particular complaint. The Noise Management Section will investigate the complaints and prepare and send out the written response with radar tracking data.

FAA PRESENTATION

Mr. Chuck Hicks, Jr. of the FAA Western Pacific Region Flight Standards Division made a presentation to the Roundtable in response to a request from Inglewood regarding altering the LAX approach glideslope by making it steeper in order to increase the altitude of approaching aircraft over the city to lessen the noise impacts of Inglewood.

Mr. Hicks stated that the 3 degree (3°) glideslope is a “stabilized approach” which is a safety factor designed to reduce the workload in an aircraft’s cockpit during the approach to an airport, which is one of the most critical phases of a flight. This 3° glide slope has been standardized throughout the nation with the exception of some airports that have an obstructed approach. An approaching airplane on a 3° glide slope with a speed of 120 knots descends at a rate of about 1,270 feet per minute, and one approaching at a speed of 150 knots descends at a rate of about 1,600 feet per minute. When the glideslope is increased to 4° , which is not a significant increase in angle, the rate of descent increases considerably to 1,700 feet per minute at 120 knots and to 2,100 feet per minute at 150 knots. This steeper rate of descent would require a pilot to increase the amount of power needed to arrest the descent, which will increase the amount of noise made by the aircraft considerably. A steeper rate of descent at a higher power setting will cause the aircraft to land farther down the runway, which also decreased the amount of safety in the system. The FAA will not authorize an increase in the 3° glideslope at LAX due to safety.

One Roundtable member inquired about the signal from the LAX VOR being cone shaped, and wanted to know the width of the signal 10,000 and 15,000 feet. The signal, also known as the cone of silence or cone of confusion, widens as a function of altitude like an upside down ice cream cone. This is due to the fact that there are 316 numbered radials used by aircraft as navigation aids (nav aids). The signals from these nav aids cannot go straight up, but must spread out so an aircraft can distinguish one nav aid from another. The FAA representative did not have the width of the VOR signal at those altitudes but will have it by the December meeting.

PUBLIC COMMENT

There were comments received from three members of the public in attendance at the Roundtable meeting.

ROUNDTABLE DISCUSSION

Mayor Hardison of Torrance stated there are two particular issues of concern to that city, the night east departure of cargo aircraft that overfly the city and the issue of turbo prop overflights over the city.

ACTION ITEMS

For FAA

The members of the Roundtable requested the following information from the FAA for the December meeting:

- The dimensions (width) of the LAX VOR signal at altitudes of 10,000 feet and 13,000 feet;
- A map or maps showing the average arrival and departure procedures into and out of LAX; and
- Copies of the FAA booklet "A Trip to the Airport" for Roundtable members and the public.

The Roundtable meeting was adjourned at 9:00 p.m. The next meeting is scheduled for December 13, 2000 at 7:00 p.m. at the Proud Bird Restaurant.