



LAX/COMMUNITY NOISE ROUNDTABLE

REGULAR MEETING: WEDNESDAY, MAY 8, 2002 LAWA ADMINISTRATION BUILDING LOS ANGELES, CA

Meeting convened at 7:11 p.m.

Roundtable Members Present:

John McTaggart, Chairman, Mayor, City of Rancho Palos Verdes
Fred Mackenbach, Councilman, City of Palos Verdes Estates
Walt Dougher, Councilman, City of Manhattan Beach
Mike Cassidy City of Hermosa Beach, Alternate
Marisela Caraballo, Representing State Senator Debra Bowen
Amy Ho, City of Monterey Park
Roy Hefner, LAX Area Advisory Committee
Denny Schneider, Westchester/Playa Del Rey Neighborhood Council
Beverly Ackerson, PANIC
Mark Tellier, FAA
Roger Johnson, LAWA
Walt Gillfillan, Roundtable Facilitator

CONSIDERATION/APPROVAL OF JANUARY 9, 2002 MEETING MINUTES

Chairman McTaggart added that his alternate, Mr. Robert Ackerman, was in attendance at the meeting.

It was moved, seconded and unanimously approved that the January 9, 2002 meeting minutes are approved as written.

CONSIDERATION/APPROVAL OF ROUNDTABLE BY-LAWS

Roy Hefner discussed and presented the draft by-laws to the Roundtable recommending they be approved as written.

Denny Schneider commented on the one-year term of membership for at-large members, stating that the term should be two years. Denny Schneider introduced a motion, which was seconded by Fred Mackenbach, to amend the by-laws to change the

1-year term for at-large members to 2 years. This motion passed. The by- laws will be changed to reflect this amendment.

Roger Johnson expressed concerns about the 25% for a quorum. He stated the quorum should be 50%, especially if a vote is to be taken regarding a position on legislation. He further stated that LAWA cannot vote on legislation due to a City Charter prohibition, therefore would have to abstain on any votes. Roger Johnson made a motion, seconded by Beverly Ackerson, to amend the by-laws to make a quorum 50%. This motion was defeated.

The Roundtable then voted on the main motion to approve the by-laws as amended. This motion passed, and the by-laws are adopted.

Chairman McTaggart then directed that an election for Roundtable Chairman and Vice Chairman be agendized for the July meeting.

SELECTION OF POLICY AND LEGISLATIVE SUBCOMMITTEE CHAIRMAN

The Roundtable unanimously selected Roy Hefner as the Policy and Legislative Subcommittee Chairman.

REPORT FROM FLIGHT TRACK DATA SUBCOMMITTEE

Mike Cassidy, Chairman gave the report on the April 10, 2002 Flight Track Data Subcommittee (FTDS) meeting. He handed a copy of the FTDS's Report to the Roundtable with the specific recommendations from the subcommittee regarding specified flight procedures to Chairman McTaggart.

The first item of discussion is the issue of east departures during times when LAX is in Over Ocean Operations (OOO). The number of operations during the 18-month period in which the data were examined indicates that less than 1% of the total number of departures from LAX during OOO were to the east. It was recommended that the Roundtable draft a letter asking LAWA's Executive Director to request that the Chief Pilots and Vice Presidents for Air Operations for the top 5 airlines be invited to a Roundtable meeting to explain why the east departures are necessary. It was moved, seconded and unanimously approved that the letter be prepared and submitted to LAWA's Executive Director. Roger Johnson then reported that the City Attorney for LAWA is in the process of drafting a BOAC resolution requesting the City Council adopt an ordinance requiring that all airlines that commit an east departure during OOO file a report with LAWA stating the reason for the east departure, the passenger load & cargo load and the destination of the aircraft.

The next section of the report covered the issue of the extended downwind arrivals to LAX that overfly Monterey Park at low altitudes. Monterey Park has requested an amendment of the workplan that would ask LAWA to provide data on an ongoing basis to quantify current and historical information regarding these overflights. However, LAWA only has 3 months worth of long-range data in its system, and this data is not archived. The historical/comparison data will have to come from the work done for the old FAA Task Force. There was a general discussion as to the reasons the aircraft are

turning over Monterey Park at altitudes of about 2500 ft. MSL including intercepting the ILS glide slope and the need to maintain required separation from the arrival flow to the south runways. The issue was raised about the south arrival flow being about 1000 ft. higher altitude than the north flow stream, and would it be possible to “flip” those altitudes. Mark Tellier stated that this may not be possible without shifting noise and would probably require an environmental impact review to accomplish.

The next item in the report is the overflight of aircraft executing a missed approach to the LAX south complex that overfly El Segundo. These go arounds occur at low altitudes over populated areas. This issue is the first item in a draft of a letter to FAA Regional Administrator Bill Withycombe asking them to evaluate the situation and to review and possibly change the procedures to reduce the noise impacts on the communities to the south of LAX. Mark Tellier stated that the only time this type of go around occurs is for safety reasons, when the FAA Tower is trying to avoid a conflict with a departing aircraft, or when it is necessary to avoid wake turbulence from a departing heavy aircraft that is less than the required 5 mile separation ahead of the arrival. The altitudes the aircraft fly during this procedure are dictated by the arrival picture. If the arrival stream is light the FAA can vector a go around into the arrival flow quickly. If the arrival flow is heavy, then they will climb to a higher altitude since they will have to fly further out to be sequenced into the arrival traffic stream. The Roundtable directed that the wording in the draft letter not be changed.

The next item is use of the LOOP departure with low flights over the coast. The letter being sent to Bill Withycombe is asking the FAA to move establishing an R-Nav procedure overlay for the LOOP to a higher priority. Walt Gilfillan gave a brief background on the LOOP and stated that the FAA should be able to establish the R-Nav relatively rapidly. Mark Tellier then gave a brief background of the FAA’s procedures in establishing an R-Nav, stating that there is a huge backlog of these requests nationwide, and that any proposed R-Nav has to be cleared by a number of branches in the FAA, must be flight checked, and other administrative requirements must be fulfilled. He also stated that an environmental review is not required since the route is already being flown. He also stated that this is under the auspices of the National Airspace Redesign effort so it can be bumped up to the second highest priority level.

The last item is the BASET TWO and REEDER THREE arrival procedures that put aircraft over the beach cities. The request to the FAA will be to raise the minimum altitude when crossing the REEDR from 8,000 ft. to 10,000 ft. to provide noise relief to the beach cities.

It was moved, seconded and approved that the letter be sent to Bill Withycombe.

Mike Cassidy announced that the next meeting of the subcommittee would be held at 6:00 PM on Wednesday, date to be determined, in either the LAWA Board Room or the Board Briefing Room.

DISCUSSION/CONSIDERATION OF AB 2333

Roy Hefner discussed California Assembly Bill (AB) 2333 authored by Assemblyman Nakano of Torrance. The bill requires that Los Angeles, Orange, San Bernardino, and Riverside counties provide adequate air facilities or face being on a low priority for State

transportation funds. This bill arose from the defeat of the El Toro airport in Orange County.

Roger Johnson stated that the Los Angeles City Council, including Councilwoman Ruth Gallanter, voted unanimously to oppose this bill unless amended. The position of the City Council is that the bill should be a statewide bill, instead of focusing on Southern California. The bill, as currently written, requires that each of the counties within the Southern California Association of Governments (SCAG) accept their fare share distribution of air traffic according to air passenger volumes assigned by the Regional Transportation Plan (RTP). In addition, the punitive language for failure of a county to accept its fair share has been stripped from the bill. The bill could actually require the expansion of LAX if the RTP is amended in 3 years and assigns El Toro's assigned passenger volume to LAX.

The motion to write a letter to the State Senate and the Assembly supporting AB 2333 was made by Roy Hefner and seconded. The motion was approved by a vote of 6 to 1 with LAWA abstaining.

ROUNDTABLE MEMBER DISCUSSION

One Roundtable member commented about the minutes and was pleased about the public's comments now being shown in the minutes, and inquired as to why the person making the comment's name was not listed. Bob Holden replied that the names were not shown in the transcript so they could not be listed in the minutes.

A Roundtable member commented on the discussion during the January 9th meeting of the various subcommittees, stating that no action had been taken. Bob Holden replied that the Roundtable did take an action, which is shown in the meeting minutes. The North Side and South Side Subcommittees were suspended; the Flight Track Data and Policy and Legislative Subcommittees were made ad hoc committees; and the Noise Subcommittee was made permanent. The point was raised that there is currently no Chairman for the Noise Subcommittee. It was decided by the Roundtable Chairman to agendaize selection of the Noise Subcommittee Chairman for the July meeting.

PUBLIC COMMENT

Lynn Jones of Ranch Palos Verdes inquired about the plan developed through the FAA Task Force to route all of the turboprops offshore bypassing the Palos Verdes Peninsula and wanted to know why it was not implemented. Mark Tellier replied stating that it was determined that moving all of the turboprops offshore could not be done without affecting the air traffic system. He also stated that a considerable number of turboprops have been moved offshore of the Peninsula.

James McCutchen of Westchester, representing the Republican Party Central Committee and the senior citizens in the area spoke about the new LAX Master Plan Alternative D and the opposition to it and the need for a regional airport approach.

Cecil Carpio of Inglewood commented about the lack of representation by Inglewood City officials at the Roundtable.

The Roundtable meeting was adjourned at 9:16 p.m. The next Roundtable meeting is scheduled for July 10, 2002 at 7:00 p.m. in the Samuel Greenberg Board Room at the LAWA Administration Building.