



## **LAX/COMMUNITY NOISE ROUNDTABLE**

**REGULAR MEETING: WEDNESDAY, MARCH 26, 2003  
LAWA ADMINISTRATION BUILDING  
LOS ANGELES, CA**

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Meeting convened at 7:00 p.m.

### Roundtable Members Present:

John McTaggart, Chairman, Councilman, City of Rancho Palos Verdes  
Mike Cassidy, Vice Chairman, Representing Hermosa Beach Mayor Sam Edgerton  
Fred Mackenbach, Mayor, City of Palos Verdes Estates  
Gary Parsons, Councilman, City of Hawthorne  
David Kissinger, Representing LA City Councilwoman Cindy Miscikowski  
Kathleen Hollingsworth, Representing Congressman Dana Rhorabacher  
Roy Hefner, LAX Area Advisory Committee  
Denny Schneider, Westchester/Playa Del Rey Neighborhood Council  
Beverly Ackerson, PANIC  
Dorothy Harris, Ladera Heights Civic Association  
Mark Tellier, FAA  
Robert Holden representing Roger Johnson, LAWA  
Walt Gillfillan, Roundtable Facilitator  
Kathryn Pantoja, LAWA

### CONSIDERATION/APPROVAL OF JANUARY 22, 2002 MEETING MINUTES

It was moved, seconded and unanimously approved that the January 22, 2003 meeting minutes be approved without discussion.

### PRESENTATION BY FAA REGARDING FLIGHT PRODEDURE CHANGES REQUESTED BY ROUNDTABLE

Mr. Walter White of FAA Southern California TRACON made the presentation. He started by showing flight tracks, up to 10,000 ft., for a day chosen at random by FAA staff showing all southbound turboprop and jet aircraft departures from LAX. This day, judged to be an average day, showed that there were 97 turboprops and 343 jets that departed LAX to the south. He also showed tracks for March 5, 2003 from 8:00 AM to 8:50 AM showing mostly southbound jet and turboprop departures, but some northbound, westbound and some LOOP departures were shown as well. Mr. White

was not able to determine the offshore distance of the tracks since there was no distance scale on the map. There was a discussion of the LAXX Departure Procedure, which is a long-standing procedure for jets going to the south and the east. The current version is the LAXX FOUR, which was recently revised to be used instead of the SEBBY TWO in transitioning to Daggett. These changes are published in the *U.S. Terminal Procedures* manual for Southern California, which is revised every 56 days. Bob Holden offered to make copies of the procedures for LAX and other nearby airports and distribute the handouts at the next Flight Track Subcommittee meeting. Eventually, the LAXX will be replaced by the HOLTZ, OSHNN and POPPR Departure Procedures, which are RNAV procedures. This will narrow the flight tracks over the ocean as opposed to the wide swath of flight tracks currently seen on the LAXX, which is a radar vector procedure relying on communications between the pilot and air traffic controllers as to when to turn the airplane. The FAA is hoping to implement these departure procedures by June.

Fred Mackenbach asked about these procedures and why airplanes are still flying over the Peninsula. Walter White stated that the overflights are probably turboprops, which do not use the LAXX procedure. There are numerous jet overflights of the Peninsula during LAX East Ops, which is related to weather. When asked why these jets can't be rerouted so they fly over Terminal Island around the Peninsula. Mr. White stated that would not be possible because they need to keep the aircraft in Class B airspace, and to maintain separation from departures from Long Beach and John Wayne Airports. He also commented on the issue of sending easterly departures farther to the east of LAX in order to cross the coastline at higher altitudes, stating that there are significant noise issues with this and the FAA would have to go through the appropriate community process. A question was asked as to why LAX is in East Ops when the weather on LAX's website shows windspeed under 10 knots (Note: there is a link to the Weather.com website on LAWA.org). Mr. White replied that LAX is set up to operate most efficiently in West Ops, so when winds allow, LAX will return to west traffic. At times, when LAX has turned around and is in East Ops, the winds will temporarily drop below 10 knots. But if the forecast says the winds will pick up, the airport remains in East Ops since it takes about 40 minutes to turn the airport around, during which time there is a huge inefficiency created throughout the air traffic system. He likened it to turning an aircraft carrier around. LAX is one of the few airports in the country that has a waiver that allows it to operate with a 10-knot tail wind.

The issue of northside turboprop departures during East Ops was raised. The standard departure has turboprops coming off the north runways making a sharp left turn to the northwest and overflying the residential areas immediately north of LAX. This creates a serious noise disturbance to the residents in Westchester. David Kissinger of Councilwoman Miscikowski's office stated that his office has received calls about jets apparently flying on the turboprop route and inquired if the routes in question are authorized. Walter White replied that it's difficult to respond without knowing any specifics. He further said it's not possible for the FAA to put jets on a turboprop route. He also stated that if there was an unusual situation, the sooner that it is reported the easier it is for the controllers to recall the specifics of the situation, because they work a very large quantity of airplanes and will quickly forget what may have happened after a couple of days.

The issue of implementing the KWYET Departure to replace the LOOP Departure was raised. Specifically, what assurances can the FAA give the community that aircraft that do not meet the KWYET performance requirements would not be assigned the KWYET

and would have to use the LAXX Departure. Walter White replied that right now, 98% of the aircraft operating at LAX are currently equipped to use the KWYET departure. In addition, once the KWYET has been implemented and proved to work, the LOOP will be unpublished and no longer available. However, if it were shown that the KWYET ends up showing worse performance than the LOOP, there would be no reason to pursue the procedure. In response to a question as to when the KWYET will be implemented, Walter White stated that additional work was required on the KWYET due to some technical issues experienced in some airspace redesign issues in Las Vegas. One of the problems is that the turn is 180° while the FAA's tables only go to 120°, so the FAA had to do a lot of mathematics. He further stated that he just received the revised paperwork and approved it and told the FAA office in Oklahoma City to proceed with the publication. He hopes to have it published this fall. Publishing the KWYET procedure has received the very top priority within the FAA.

Walt Gillfillan commented that we had invited Walter White to the Roundtable in response to the letters previously sent to the FAA Regional Administrator based on work previously done by the Flight Track Data Subcommittee (FTDS). Specifically, the issues were the Monterey Park overflights, BASET TWO arrival altitudes, and the missed approach/go-around overflights of El Segundo. Further, the PV Peninsula issues discussed by Walter White this evening are still being considered by the FTDS. There has been preliminary work done, but the FTDS still has to make recommendations to the full Roundtable. Chairman McTaggart stated that some of the residents of the Peninsula felt that it was time to get around to these issues. Walter White stated that he was not prepared to discuss the other issues, and he had not seen a copy of the letters sent to the FAA Regional Administrator. Copies of the letters were provided to him. A discussion of the REEDR arrival ensued and the issue of raising the altitudes and holding the planes level until they cross the coastline may provide some noise relief to the community. Walter White stated he would be happy to look into this and that it would not involve extensive environmental analysis since it's an improvement.

There was a discussion with Kathleen Hollingsworth of Congressman Dana Rhorabacher's office of the various aircraft in-flight issues affecting the South Bay. This included the issue of easterly departures during LAX Over-Ocean Ops. There was also a discussion of the pending LAX Part 161 Study. The main point of the discussion is to get Congress to allow curfews on aircraft that have to depart to the east to beat a curfew at the destination airport. Ms. Hollingsworth stated that she will discuss the issue with the staffs of Congresspersons Harman and Waters and then discuss it with Mr. Rhorabacher to see if anything can be done via legislation.

### ROUNDTABLE MEMBER DISCUSSION

Roy Hefner commented on the overall marked decrease in passenger volume and the number of operations at LAX in the last two years. He also anticipates a further drop this year due to the world situation. Based on this, the noise from LAX operations has decreased.

Beverly Ackerson commented on problems with the LAX Internet Flight Tracking System with planes disappearing from the screen as they fly over the Peninsula. Bob Holden replied that it could be due to a number of reasons such as weather or terrain conditions that interfere with the FAA radar signal. The FAA radar antenna is a very large structure while the Passur antenna is relatively small. In addition, LAWA only subscribes to a

service. The computers and software for the flight track system owned and operated by Megadata Corp. and the server farm is located in Long Island, NY. Only the antenna and some hardware are located at LAX. The tracks are uplinked via a secure frame relay to New York where they are matched up with the FAA's ASR data feed, the 10 min. delay is then built in and the feed is then downloaded via the internet to LAWA.org. He further explained that the system is not perfect because the system is matching hundreds of flight tracks with ASR data on the fly, so there are radar anomalies. Mark Tellier stated that the FAA's active radar also has a fair number of radar anomalies as well.

Beverly Ackerson asked if the dots on the radar screen in TRACON could be moved further offshore from the current 1 mile distance, which is too close and causes unbearable noise. Walter White stated that the 1-mile distance was agreed to by the Air Transport Assn. and the Regional Aircraft Assn. The FAA would wait for a demonstration of the accuracy of the pending Rnav jet procedures, which would narrow the jet tracks over the ocean and then allow them to study the distance the turboprops could be moved further offshore.

Flight Track Data Subcommittee Chairman Mike Cassidy announced that the meeting of the FTDS will be on Wednesday, April 9<sup>th</sup> at 6:00PM in the Samuel Greenberg Board Room. Consideration of PV Peninsula overflight issues will be completed, and a preliminary evaluation of LAX north side and northeast side overflight issues will be made.

#### PUBLIC COMMENT

Due to the late hour and the fact that there was extensive public comment and participation during the preceding agenda items, there was no official public comment period.

The Roundtable meeting was adjourned at 9:30 p.m. The next Roundtable meeting is scheduled for May 14, 2003 at 7:00 p.m. in the Samuel Greenberg Board Room at the LAWA Administration Building.