



LAX/COMMUNITY NOISE ROUNDTABLE Flight Track Data And Noise Subcommittees

Recap of Meeting
August 13, 2003

1. Call to order

Roundtable Chairman John McTaggart at 7:15 p.m. in the Samuel Greenberg Boardroom, LAX

2. Review/Consideration and Comment on the Aircraft Noise Elements of the LAX Master Plan Alternative D and the Supplemental Draft EIR/EIS

Points discussed concerning procedure:

- Bob Holden, representing the Los Angeles World Airports, noted that there was a direct conflict of interest for the LAWA staff if they were to participate in this work of the Roundtable and its subcommittees. As a result, he would be observing from the audience, and would not be taking part in the Roundtable's deliberations on this matter.
- Walter Gillfillan indicated that his role is to provide information to the Roundtable and its subcommittees during their review and to provide a written recap of the subcommittee meetings relative to their review. Finalization of the Roundtable's written comments on the Draft EIR/EIS will be the responsibility of the Roundtable.
- The Subcommittees agreed to the work program presented in Mr. Gillfillan's August 10 memorandum, with some changes in schedule and meeting location. This outline is presented below with the appropriate changes included:

SESSION	TOPIC(S)	DATE	COMMENTS
1	Noise metrics A	August 13	May take two sessions
2	Noise metrics B Base Lines	August 27 (Will be at the Hermosa Beach City Hall 6:00 pm)	Wrap up metrics Review base line dates
3	Thresholds of Significance	September 17 (At LAWA)	Possible interim report to Roundtable at its September 10 meeting There will probably be some work to be done between sessions
4	Noise impacts	October 8 (At LAWA)	This may be a long session; There is no time for overflow
5	Mitigations	October 15 (At LAWA)	This may be a long session; There is no time for overflow
6	Report at a special meeting of the Roundtable	October 22 (At LAWA)	Should provide time to generate comments from the working session papers
7	EIR comment due date	November 7	Should provide time to summarize the Roundtable actions

- It was agreed that the two subcommittees (Flight Track Data and Noise) will assume the responsibility of reviewing the environmental documentation in detail and reporting their findings and recommendations to the full Roundtable membership
- It was agreed that there will likely be an extension of the original review dates from 45 days to 120 days or until November 7, 2003.

General comments Regarding Noise Metrics:

- Should look at the mitigation measures first
- Should look at how the changes in the proposed runway configurations affect noise impacts
- The CNEL noise contours do not include the Beach communities
- Do we know the noise characteristics of the developing A-380 aircraft? How has this aircraft been incorporated into the noise contour and single event noise evaluations?
- The once in a ten-day average frequency single event night time noise for a threshold of significance. How was the ten-day average frequency selected?
- How will schools that have received prior noise mitigation actions, but are found to receive new impacts, be treated?
- On Page 4-139 of the Land Use Section there is a reference to a Technical Report S-1. Where can that referenced report be found?
- One of the premises that the Roundtable has followed is to not shift noise from one community to another in order mitigate noise. Alternative D appears to do this.
- The Beach communities need to know information on all noise metrics, including future impacts
- Are turbo-prop aircraft included in the year 2015 aircraft mix at LAX?
- Will there be simultaneous landings on the new runway configurations?

Specific Actions Taken By The Subcommittees:

1. Explain why the 94 SEL noise level was selected for the threshold of significance for sleep interference
2. The 65 CNEL dB is an insufficient threshold of significance.
3. Explain the failure to look at noise impacts at CNEL levels below 65 that might include the Beach communities. For example, 50, 55 and 60.
4. There is no mention of the impacts of low frequency noise. Why was this metric not mentioned in the Draft EIR?
5. The EIR is deficient in not including are larger land area surrounding LAX. Single event noise level evaluations should be expanded to include a 20-mile radius.
6. An additional metric should be provided that indicates how many times a day single event noise thresholds of significance are exceeded.
7. A threshold of significance of 45 dBA L_{max} should be evaluated.
8. The definition of what runway configurations and relocations constitute Alternative D is not clear.

3. Subcommittee Members and Public Comments (provided above)

4. Adjournment

The next meeting of the joint Subcommittees will be at 6:00 p.m. on August 27. The meeting was adjourned at 8:45 p.m.