



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of Meeting
September 10, 2003

Roundtable Members Present:

John McTaggart, Chairman, Councilman City of Rancho Palos Verdes
Mike Cassidy, Vice Chairman, Representing Hermosa Beach Councilman Sam Edgerton
Denny Schneider, Westchester/Playa Del Rey Neighborhood Council
Danna Cope, LAX Area Advisory Council
Beverly Ackerson, PANIC
Dorothy Harris, Ladera Heights Homeowners Association
Michael DiGirolamo, Los Angeles World Airports
Walt Gillfillan, Roundtable Facilitator

1. Call to order

Roundtable Chairman John McTaggart at 7:05 p.m. in the Samuel Greenberg Boardroom, LAX

2. Discussion of FedEx Flight 1808 Over Flights with Representatives of FedEx and the City of Long Beach – John McTaggart

Mr. Mark Hansen, Senior Counsel – Regulatory Affairs for FedEx

Made a detailed presentation of the Company policies and operating procedures. The principal topics addressed included:

- Hub operations and point-to-point operations within the system
- Seeking 100% reliability
- Minimization of cost
- Matching lift capability of aircraft to market load
- Scheduling to match aircraft availability, lift capability, load factor to markets
- FedEx fleet numbers 300 aircraft of which 163 are 727-200
- The Company has retired 48 aircraft; all of their 727-100 and 20 of the 727-200.
- Low daily utilization (2.2 – 2.5 hours) makes the use of new aircraft uneconomical
- There are two departures each night from LGB. An Airbus 310 to the Memphis hub at 7:22 p.m. at about a 60% weight load factor. The 727-200 departure to OAK 9:40 p.m. which is nearly at full capacity
- The FAA's air traffic management plays a key role in how the Company's flights are flown
- There is presently a concern about the number of gates available for wide-bodied aircraft at the FedEx facility in OAK.

Curt Castagna, Chairman, Long Beach Airport Noise Committee

Expressed his appreciation for the opportunity to meet with the Roundtable and the FedEx representatives on a matter of great interest to the City of Long Beach and other airport users.

Sharon Diggs-Jackson, Public Affairs Officer, Long Beach Airport

Provided the Roundtable with information prepared by the airport staff that described the Flight 1808 departure routes and altitudes. She also provided information about the proportion of the noise budget at LGB utilized by each airline and by each aircraft type at LGB.

Roundtable Members' Discussion

The Roundtable members were able to exchange information with the representatives of FedEx and the Long Beach Airport staff. From the discussion there were several alternative actions that were considered worthy of further evaluation by FedEx, the FAA, LGB and the Roundtable. These included the following (principal action agency(s) noted in parenthesis):

1. Investigate the possibility of instituting an unrestricted climb from Runway 30 for the FedEx Flight 1808 departures to the north (**FedEx, FAA, LAX, LGB**). This would increase the over flight altitude of aircraft along the departure path.
2. Check to see if the current high load factors on the 727-200 aircraft might warrant an A-300 replacement in the identifiable future (**FedEx**). The A-300 is a quieter aircraft, about 10 to 12 dBA less on takeoff according to the FAA Advisory Circular 36-3G.
3. Investigate the possible use of a RNAV Departure Procedure from Runway 30 to narrow the spread of flights over the beach communities to the north. (**FedEx, FAA, LAX, LGB**)
4. Review the proportion of the noise bucket that the Flight 1808 operation uses at LGB and compare with the result if an A-300 aircraft were used. (**LGB**)
5. Review the Noise Abatement Departure Profiles described in FAA Advisory Circular 91-53A. Compare with the procedure being used at LGB by FedEx. (**FedEx, LGB, LAX**). Looking for possible noise reduction for residents living close to LGB.

The Roundtable directed that the Roundtable Consultant prepare a letter to FedEx thanking them for participating in our discussion and requesting their assistance with the five items listed above. The Roundtable also directed that the Roundtable Consultant prepare a letter to FAA Regional Office requesting their assistance with the five items listed above.

3. Report of Several Joint Flight Track Data and Noise subcommittees Meetings – Mike Cassidy/Roy Hefner

Mr. Hefner reported that the joint subcommittees had met with the Roundtable on August 6 and again as subcommittees on August 13 and 27. They plan to meet again on September 17, October 8, 15 and again with the Roundtable at a special meeting on October 22. As a result of these meetings the Subcommittees will have reviewed the:

- Noise metrics
- Baseline data points
- Thresholds of significance
- Noise impacts
- Mitigations

The Subcommittees plan to bring recommendations to the Roundtable at the special meeting on October 22. This will allow the Roundtable to form a written comment prior to the November 7, 2003 due date.

4. Subcommittee Members and Public Comments

- Saturday, September 13 meeting in Lennox chaired by Congresswoman Jane Harman

- There will be a topic of interest regarding the Master Plan approval process on the Los Angeles City Council meeting on Friday, September 12.
- Ms. Linda Bush of Hawthorne cautioned against the unrestricted climb procedure due to the effects on health.

5. Adjournment

The meeting was adjourned at 8:55 p.m. There will be a Special Meeting of the Roundtable at 6:00 p.m. on October 22, 2003. The next regular meeting of the Roundtable will be at 7:00 p.m. on November 12, 2003.