



LAX/COMMUNITY NOISE ROUNDTABLE
Flight Track Data And Noise Subcommittees
Recap of Meeting
October 8, 2003

1. Call to order

Flight Track Data Subcommittee Chairman Mike Cassidy at 6:10 p.m. 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

Comments on Procedure

- Roy Hefner, Chairman of the Noise Subcommittee will prepare draft of the Subcommittees' recommendations to the Roundtable. The draft will be presented to the joint committees at their meeting on October 15 and then to the Roundtable at its special meeting on October 22.
- Bob Holden will provide Mr. Hefner with an electronic copy of the recaps of the Subcommittees' meetings.
- The Roundtable Chairman indicated that Roundtable should consider possible testimony before the Assembly Committee on noise. He asked that an item be placed on the agenda for the October 22 Roundtable meeting. Because Mr. McTaggart will be out of town on the date of the hearing (November 13), he asked if Mr. Cassidy would do the presentation.

General comments Regarding Noise Impacts and Noise Mitigations:

- Question if terrain and tall buildings would affect sound attenuation
- Question of how additional air passenger capacity will be provided in the Region
- With the projected increase in jet aircraft activity, there will be an increase in disturbance from noise
- The noise impact mitigation actions are not committed, only subject to future study
- No mention is made of low frequency noise and its effect on health, sleep, etc.
- Which runways will regional jets be using?
- Will the shifting of noise during construction be classified as unavoidable noise impacts?
- There should not be an extension of nighttime operations.
- Need to discuss the health issues in Council District 8

Specific Actions Taken by The Subcommittees:

1. Question the fleet mix used in Alternative D for the year 2015 and as a result, the accuracy of the impact projection
2. Why were the World Health Organization's 1999 Community Guidelines used to develop noise impacts?
3. Both FICAN and WHO have addressed the subject of nighttime annoyance. These should factors should have been considered.

4. The use of the word “significant” is dimensionless and provides no sense of the actual noise impact.
5. The Alternative D mitigation of 78.9 MAP is unattainable. As a result the use of a MAP limit as a mitigation factor is not useful
6. The noise impacts above 78.9 MAP should be shown
7. Both the FAA and the Roundtable have followed a policy of not shifting noise from one community to another. Several aspects of Alternative D shifts noise.
8. The Executive Summary, Item 3. Indicated that there will be “significant noise impacts”.
9. Noise impacts that are “unavoidable” are not acceptable.
10. The use of the ANMP to affect noise mitigation actions is not reliable as many actions can not be implemented by LAWA.
11. ANMP should have a “performance based” component
12. The reference to some mitigation actions because the Roundtable is considering them (Land Use, Page 4-198, Paragraph 4.2.8) should not be considered a basis for not including the mitigation

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 October 15, 2003 in the Samuel Greenberg Boardroom, LAX.

The meeting was adjourned at 7:50 p.m.