



## LAX/COMMUNITY NOISE ROUNDTABLE

Recap of Meeting  
January 14, 2004

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### **Roundtable Members Present:**

John McTaggart, Chairman Representing LA County Fourth District Supervisor Don Knabe  
Mike Cassidy, Vice Chairman Representing Hermosa Beach Councilman Sam Edgerton  
Gary Parsons, Hawthorne City Councilman  
David Kissinger, Representing LA City Councilwoman Miscikowski  
Mike Gurekas, Representing Congressman Dana Rhorabacher  
Amy Ho, City of Monterey Park  
Denny Schneider, Westchester/Playa Del Rey Neighborhood Council  
Dana Cope, LAX Area Advisory Council  
Beverly Ackerson, PANIC  
Michael DiGirolamo, LAWA  
Walt Gillfillan, Roundtable Facilitator

### **1. Call to order**

Roundtable Chairman John McTaggart at 7:00 p.m. in the Samuel Greenberg Boardroom, LAX

### **2. Status Report of Roundtable Flight Procedure Requests to The FAA – Walter White, Manager, Southern California TRACON**

Work Program Item III.5 – Low over flight of the Beach communities.

Effective December 25, controllers have increased the shoreline crossing altitude by 2,000 feet for arrivals from the east to land on Runways 7 L/R. Action has been initiated to affect a change to the published procedure which is expected to be in place by August 2004.

Work Program Item III.6 - Low over flight of beach communities/Palos Verdes by LGB FedEx night departures

A review of the controller's actions indicate that the 1,000 foot initial limit on FedEx departures at LGB is released immediately after departure and does not result in climb restriction. The 727 aircraft used on the flight is heavily loaded which results in a slow climb over populated areas. By comparison, the Jet Blue A-320 aircraft usually reach 8,000 to 10,000 feet by the shoreline.

The introduction of a RNAV departure procedure at LGB will await the results of the tests and applications at HOLTZ, POPPR and OSHNN. The decision is in the FAA's Headquarters in Washington, DC.

Work Program Item I.4 - Monterey Park/San Gabriel Valley over flights

FAA is including an increase in altitude as an option in the upcoming Southern California airspace redesign project. The Mitre Corp. has been requested to evaluate the improvement of safety and efficiency that would occur by making the approach to the northern runways at LAX higher.

(It should be noted that the original Roundtable request to the FAA included four other options that were not included in Mr. White's presentation.)

Work Program Item III.3 - Palos Verdes over flights by turboprop aircraft

A review by the FAA, indicate that over flight problems are still present. The departures that do cross the Peninsula have been raised from 3,000 to 5,000 feet. The airspace redesign will place all but the ONT and SNA departures off-shore. Implementation of RNAV procedures in the area may allow additional use of off-shore routings in the future.

Work Program Item III.4 - Use of the Loop Departure can cause low over flights of the beach communities

(Specific comments were not recorded on this item relative to the status of the new KWYET departure procedure)

Work Program Item III.3/III./5 - Over flight of the beach and Palos Verdes communities; Status of the implementation of the HOLTZ, POPPR and OSHNN departure procedures

The certification of these procedures is currently with FAA Flight Standards in Washington, D.C.

Mr. White also stated, regarding turboprops departing to the east from the north runways and turning over Westchester, that holding the turboprops on runway heading a little longer and turning them over Inglewood to remove them from Westchester would constitute a shifting of noise and the FAA would not accommodate any request to do so.

### **3. Status Report of LAX Class B Airspace Modifications – Debra Trindle, FAA**

The modifications of the Los Angeles Class B airspace will affect the airspace users. The FAA is holding a series of four public meetings on January 20, 22, 27 and 29 to obtain comments from the users. The cut-off date for written comment is February 29. The FAA will e-mail proposed changes to the Class B airspace to the Roundtable. Most of the changes affect areas 15 or more miles east of LAX.

### **4. Roundtable Members Discussion**

- It was announced that there will be a meeting of the Flight Track Data Subcommittee on February 11, 2004 at 6:00 p.m. in the Boardroom.
- Chairman McTaggart noted that he will continue his current term as chair of the Roundtable. Fourth District LA County Supervisor Don Knabe has appointed him as the County representative.
- At the request of the councilman from the City of Hawthorne, routings of helicopters to and from LAX over flying that area will be added to the Roundtable's Work Program.
- Hawthorne and Westchester representatives both expressed an interested in the FAA airspace redesign and wish to have it further discussed at the February Flight Track Data Subcommittee meeting.
- City of Hawthorne is concerned about the variation in departure turns over that city during eastern operations, which vary from the 110 Fwy. to the I-710.

- Citizens in the Marina and Playa Del Rey and Culver City areas have commented on increased over flight air traffic at lower altitudes
- Mr. DiGirolamo noted: a continued lower operations levels post 9/11 at LAX; turboprop aircraft operations continue in the short haul markets; Regional Jets are replacing some larger aircraft in selected markets; US Air Force activity has increased as a result of security requirements.
- Mr. Holden demonstrated the upgraded internet aircraft flight tracking system.
- Mr. Holden reported on the status of the contract development for the Part 161 study. Roundtable members indicated support for the effort though the Roundtable, individual cities, the South Bay Cities organization. The Roundtable asked for a briefing by LAWA staff at the March meeting.
- Mr. Gillfillan mentioned a Notice of Proposed Rule Making by the FAA for the implementation of Stage 4 noise certification. He was directed by the Roundtable to prepare a draft comment to the FAA to be reviewed at the February 11 Flight Track Data Subcommittee meeting.

#### **5. Public Comments**

- It would be helpful to have a printout function on the new flight system screen
- It is likely that the Class B airspace revisions will be of interest to some communities and should be considered by the Flight Track Data Subcommittee.

#### **6. Adjournment**

The next meeting of the Roundtable will be at 7:00 p.m. on March 17, 2004. The meeting was adjourned at 9:30 p.m.