



## **LAX/COMMUNITY NOISE ROUNDTABLE**

Recap of Regular Meeting  
November 10, 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  
Dwight Abbott, Palos Verdes Estates City Councilman  
Steve Wolowicz, Rancho Palos Verdes City Councilman  
Mike Gurekas, Representing Congressman Dana Rhorabacher  
Denny Schneider, Westchester/Playa Del Rey Neighborhood Council  
Roy Hefner, LAX Area Advisory Committee  
Beverly Ackerson, PANIC  
Dorothy Harris, Ladera Heights Civic Association  
Barry Davis, FAA  
Kathryn Higgins, FAA  
Michael DiGirolamo, LAWA  
Walt Gillfillan, Roundtable Facilitator

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

Roundtable Chairman John McTaggart at 6:00 p.m. in the Samuel Greenberg Boardroom, LAX

### **2. Consideration of Comments and Review/Approval of a Draft Letter Forwarding Roundtable Comments on Proposed Final Rule Amending FAR Part 150 – Airport Noise Compatibility Planning Regulations – Walter Gillfillan, Consultant to the Roundtable**

After a brief introduction of the item by Walt Gillfillan The Chair asked Roundtable members if they wished to comment on the proposed FAA action. The members indicated that they would like to submit comments. They offered the following comments to the draft:

- Address the letter to Victoria L. Catlett as noted in the Federal Register announcement.
- Add Norman Mineta, Secretary of Transportation to the copy to list.

There was a question whether a contact had been made with the FAA Washington. Mr. Gillfillan indicated that he had not done so. Approval was made and seconded to authorize the Chair to sign the letter, as amended, and submit the comments.

### 3. Roundtable Sitting as the Flight Track Data Subcommittee - Evaluation of Recent Data Regarding Turboprop and Jet Overflights of the Palos Verdes Peninsula – Mike Cassidy.

The Subcommittee Chair, Mr. Cassidy, introduced Councilman Dwight Abbott who presented additional information that he had obtained relative to Peninsula over flights. Councilman Abbott presented information for turboprop over flight changes, comparing data gathered from the LAX Internet Flight Track System on October 18, 2004 to data previously gathered on April 12 & 13, 2004. Councilman Abbott also included recent jet over flights of the Peninsula in his presentation:

- **LAX Turboprop Departures Over Flying the Peninsula**

Presentation:

- Flights to Orange County John Wayne Airport (SNA) were less frequent
- Flights to Ontario International Airport (ONT) were unchanged
- Flights to McClellan-Palomar Airport (CRQ) increased in frequency
- Flights to San Diego International Airport (SAN) increased in frequency
- Primary flight operations are by American Eagle and Skywest

Recommendations:

- Departures to San Diego and McClellan-Palomar should fly one mile off shore of the Peninsula
- Departures to Ontario should cross the Peninsula shoreline at or above 7,000 feet

Discussion/Comments:

- It would be useful to know whether there were daily variations in the flight operations
- The FAA representatives indicated that the TRACON procedures that handle air traffic east of the Peninsula would conflict with an altitude of 7,000 feet for a easterly departure
- Turbo Prop departure peaks occur around 9 a.m. and 6 p.m.
- Information was presented concerning the historical evolution of turbo prop operations and the FAA Task Force efforts.
- It was noted that similar turbo prop issue exist on the North side of LAX

- **LAX Jet Departures Over Flying The Peninsula**

Presentation:

- Some over flights occur during late night and early morning hours, crossing at altitudes of 10,000 to 13,000 feet
- The over flights appear to occur after the LOOP departure terminates at 9:00 p.m. and the Daggett Transition of the LAXX DP is in use.
- A controller web site ZLA seems to have designated crossing altitudes noted
- Future use of RNAV procedures should solve this problem
- Westbound jet aircraft departures to the east that turn south before the I-110 fwy. over fly the Peninsula and coastal communities at low altitudes

Recommendations:

- All Daggett transition departures remain one mile off shore and cross the shore line at the Long Beach harbor area as in the RNAV procedure
- Do not change existing procedures; Use the current procedures

Discussion/Comments:

- The FAA representatives were not familiar with the ZLA web site that was cited and stated that it is not an official FAA website.
- The turns back to the west by easterly departures will be the evaluated during the LAX Part 161 study
- The easterly departures noted on October 18 were weather related
- There are no procedures to define the turning point of the easterly departures

Chairman Cassidy's Questions for the FAA:

1. Can the turboprop departure traffic that has been identified be moved off of the Peninsula?
2. Can the jet departure traffic on LAXX FIVE DP be kept 3 miles off shore during Over-Ocean Operations?
3. Can the turning point for westbound, easterly departures be formally defined?
4. Can the FAA check the status of the web site ZLA? (Note: Subsequent to the meeting, the FAA determined that the ZLA website is a private website for individuals whose hobby is pretending to be Air Traffic Controllers and the procedures listed are neither official or current).

**4. Presentation on the New LAWA Noise Monitoring System by the Lochard Corp, - Mike Rickard-Bell**

Presentation:

Mr. Rickard-Bell, President of Lochard Corp., presented a brief outline of their system and its capabilities. He noted that the new system would comply with the CALTRANS Title 21 requirements and would be able to provide a wide range of additional measurements. The total system will be defined during the final contract negotiations. He asked for questions and comments from the Roundtable or the public.

Discussion/Comments:

- Will the system be able to consider topographical variations? The INM model has that capability.
- Michael DiGirolamo - Noted that the contract will provide systems at, not only LAX, but for ONT and VNY as well. He indicated that LAWA will provide information well beyond the basic Title 21 requirements, but the details of the capabilities will be subject to available funds. It is intended that the Roundtable members will have opportunities to comment on the needed capabilities, including monitor locations.
- Will the information be used in the upcoming Part 161 study? It may not be fully operational in time to do that.
- Will the public have access to the data? Yes.
- Will noise from aircraft ground operations be measured? Yes.

**5. Roundtable Member Discussion**

Bob Holden reminded the Roundtable that, according to the Roundtable's by-laws, the membership of the current At-Large members will be up for renewal, and/or the appointment of new at-large members, will be made for new two year terms at the January 2005 meeting. The Chairman will make the appointments, which are subject to a vote of the Roundtable. Current At-Large members are to request reappointment in a letter to the Chairman on their organization's letterhead, and be prepared to make a presentation to the Roundtable at the January meeting if requested by the Chairman.

**6. Public Comments**

These were included in the references above.

**7. Adjournment**

The meeting was adjourned at 8:15 p.m. The next meeting of the Roundtable will be convened at 7:00 p.m. on January 12, 2005 in the Samuel Greenberg Boardroom, LAX.