



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting September 14, 2005

Roundtable Members Present

John McTaggart, Chairman, Representing LA County Fourth District Supervisor Don Knabe
Michael Cassidy, Vice Chairman, Representing Hermosa Beach Councilman Sam Edgerton
Dwight Abbott, Mayor, Palos Verdes Estates
Gary Parsons, Councilman City of Hawthorne
Carl Jacobson, Councilman, City of El Segundo
Julie Goldpaint, Representing Congressman Dana Rhorabacher
Edgar Saenz, Representing Congresswoman Maxine Waters
Steven Napolitano, Deputy, Supervisor Don Knabe, Los Angeles County
James O'Neill, City of El Segundo
Denny Schneider, Westchester /Playa Del Rey Neighborhood Council
Roy Hefner, LAX Area Advisory Committee
Beverly Ackerson, PANIC
John Kurywchak, FAA
Michael DiGirolamo, LAWA
Walt Gillfillan, Roundtable Facilitator

1. Call to order

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

2. Presentation on LAX South Airfield Runway Incursions – Dave Kurner, FAA, Program Manager, Runway Safety Office

Mr. Kurner's presentation was supported by a Power Point display that outlined the details of the runway incursion problem at LAX. The presentation included the following factors used in describing runway incursions:

Definition: Less than 1 mile separation between aircraft landing and those taking off or intending to take off.

Types of incursions:

- Operational error by air traffic controller
- Pilot deviation
- Vehicle or pedestrian deviation (not including wild life)

Categories of incursions:

- D – Little chance of collision
- C – Ample time and distance to avoid collision

- B – Significant potential for collision
- A – Extreme action necessary to avoid collision

Mr. Kurner provided specific examples of these categories at LAX. In the discussion that followed, the following questions/comments were offered:

- How effective will a new center, parallel taxiway be in preventing incursions? Expected to be a significant improvement.
- Do not provide any high-speed taxiways that end at Runway 25R
- It appears that safety is being compromised to accommodate the need to avoid delays. Safety is never compromised for efficiency.
- Are the Chief Pilots and crews being trained to avoid the incursion problem? Yes.
- Do these instances of incursion occur more frequently during peak traffic periods? No.
- Taxiway K seems to have the greater number of incursions. Why not use Taxiway M that is further down Runway 25L? This is not an efficient solution. Taxiway M was previously a problem.
- Why not take the taxiway around the end of Runway 25R? Not enough space to the west plus there are air quality and taxi time considerations.
- Do larger, busy airport have more runway incursions?
- The noise portion of the EIR did not evaluate a taxiway around the end of Runway 25R.

It was also noted by John Kurywchak that each airline has a safety committee to investigate runway incursions and other pilot-caused safety related problems. These airline safety committees are something that a pilot wants to avoid, because his/her career advancement is then halted if found to be at fault.

3. Discussion of the Noise Impacts of the South Airfield Improvement Project – Denny Schneider

Mr. Holden noted that, because of a basic conflict of interest, neither LAWA staff nor Mr. Gillfillan would be able to assist the Roundtable on this matter. Mr. Schneider's presentation focused on the noise aspects of the proposed South Airfield Improvement Project (SAIP). The topics included:

- The FAA management of air traffic flow
- Increased use of the North Side runways during construction
- Use of other airports in the Region
- The lack of growth in airline operations at LAX. The effect of recent airline filings of Chapter 11 bankruptcies

It was moved and seconded that Mr. Schneider's comments on the SIAP Draft EIR be submitted to the Board of Airport Commissioners on behalf of the Roundtable.

4. Report on the Part 161 Summit in Denver – Bob Holden

This meeting was sponsored by members of the LAWA Part 161 Studies team – HMMH, SHE and the law firm Kaplan Kirsch Rockwell (KKR). A number of other airports, both large and small, were represented. The Naples Airport case was discussed at the Summit. Several of the airports in attendance are now considering embarking on Part 161's to impose various restrictions including Stage-2 bans, helicopter controls, weight based restrictions and others. A number of related topics were also discussed. Public documents concerning the LAX study will be posted on the LAX Part 161 Study website, which will be linked to LAWA's website.

5. Roundtable Member Discussion

The following subjects were considered:

Noise Variance – The Roundtable asked that the agreed upon conditions be presented in detail at the November meeting.

FAA report – The Roundtable asked that Walter White from the FAA TRACON be asked to attend the November meeting

Recognition of service to the Roundtable – The Roundtable recognized the important and effective support that John Kurywchak from the FAA has provided the Roundtable in efforts to mitigate noise in the communities adjacent to LAX.

6. Comments from the Public

None

7. Adjournment

The next regular meeting of the Roundtable will be convened at 7:00 p.m. on November 9, 2005 in the Samuel Greenberg Boardroom, LAX.

A meeting of the Noise Subcommittee will be at 6:00 p.m. on October 12, 2005 in the Samuel Greenberg Boardroom, LAX.

The meeting was adjourned at 9:20 p.m.