



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of March 12, 2008

Roundtable Members Present

John McTaggart, Chairman, Representing LA County Fourth District Supervisor Don Knabe
Denny Schneider, Vice Chair, Westchester/Playa Del Rey Neighborhood Association
Carl Jacobson, Councilman, City of El Segundo (Initially represented by Richard Croxall)
Gary Parsons, Councilman, City of Hawthorne
Blake LaMar, Representing the City of Palos Verdes Estates
Mike Cassidy, Representing the City of Hermosa Beach
Edgar Saenz, Representing Congresswoman Maxine Waters
Danna Cope, LAX Area Advisory Committee
Beverly Ackerson, PANIC
Yvonne Bedford, Alternate, Ladera Heights Civic Association
Steve Ramirez, FAA ATC Tower
Roger Johnson, LAWA
Kathryn Pantoja, LAWA
Bob Holden, LAWA, Acting Roundtable Facilitator
David Chan, LAWA

1. Call to order

Roundtable Chairman John McTaggart called the meeting to order at 7:06 p.m. in the Samuel Greenberg Boardroom at LAX.

2. Briefing on the following subjects:

Replacement of B747-200 with quieter A330 from Northwest Airlines

Mr. David Chan briefed the Roundtable on this subject and the following is a summary of the briefing.

- On September 12, 2007, Northwest Airlines retired its last B747-200 series aircraft from regular scheduled service. Northwest, however, will continue to use the 200 series aircraft for charter and cargo services. There are currently 2 B747-200s allocated for charter service and 12 for cargo service. No plans are announced to retire those remaining 200 series aircraft.
- Replacing the B747-200 aircraft for regular service is the quieter and more fuel-efficient Airbus A330, which NWA has start taken delivery back in August 2003 and, as of October 2007, NWA has a total of 32 A330s. The difference between the two aircraft in terms of seating capacity is that the B747 has a total of 430 seats while the A330 has a total of 243 seats.

- At LAX, the number of B747-200 operations from NWA has declined from 2006 to 2007. In 2006, there were approximately 1357 B747-200 operations. In 2007, there were only 457 B747-200 operations. Interestingly, there were no A330 operations by NWA at LAX in 2006, and in 2007, there were only 8 operations. NWA is using the B747-400 series instead of the A330 at LAX for long-haul flights, such as, to Tokyo, Japan. Overall, the number of operations from NWA at LAX has declined.
- Comparing the noise levels for these aircraft shows that the A330 is indeed quieter with noise readings for arrivals registered at 91.3 dB versus 95.8 dB for the B747-200. For departures, the A330 registered at 98.2 dB while the B747-200 registered at 105.1 dB. The noise readings for the 400 series of the B747 aircraft are similar to that of the 200 series but are slightly lower with arrival at 94.7 dB and departure at 101.2 dB. It should be noted that these are single event noise readings taken from noise monitoring sites at LAX.

Questions and Comments on this subject:

- Denny Schneider stated that NWA's aircraft replacement plan does not help in reducing noise impact since the B747-200s are still being used for cargo service and those usually take off on RWY 25L at LAX. Mr. Chan replied that the overall number of operations from Northwest at LAX has declined, especially with the B747-200 aircraft.
- A member inquired if the B747-200 is considered a Stage 3 aircraft. Mr. Bob Holden stated that after 2000, all commercial aircraft over 75,000 lbs are required to be certificated as Stage 3.
- A member inquired when will Qantas operate the A380 at LAX. Mr. Chan replied that it will be operating the A380 by the end of 2008.

FAA Airspace Redesign Project on the East Coast

Mr. David Chan briefed the Roundtable on this subject and the following is a summary of the key points of the briefing.

Background Information

- The airspace system has remained unchanged since the 1960's. However, a lot has changed in the aviation industry since that time. For one thing, the use of smaller aircraft such as the regional jets has increased since the 1960's. In addition, the climb performance of aircraft has improved over the years. Navigation equipment has also improved with new technology such as GPS. Most noticeably, the demand for air travel has increased significantly since the 1960's and is projected to continue to grow.
- The current airspace system does not accommodate these changes which in turns causes delays at most airports in the east coast where air traffic congestion is most severe. For example, during the first quarter of 2007 airlines operating at Newark Liberty Int'l Airport experienced a 55% on-time performance. Airlines operating at other airports in the region are experiencing similar level of delays with LaGuardia at 58%, JFK at 60%, and PHL at 65%. The only other airport that is not in the east coast region that has been experiencing significance delays is Chicago O'Hare. Delays along with the factors mentioned earlier prompted the FAA to redesign the airspace. The FAA started looking at redesigning the airspace system in 1998. The project has been ongoing for over 9 years.

Video

- A video produced by the FAA on the East Coast Airspace Redesign Project was shown.

Flight Patterns Maps

- Mr. Chan showed and explained the changes of major departure and arrival flow patterns for Newark Liberty International Airport (EWR) and also described certain noise mitigation measures proposed by the FAA.

Opposition from Local & State Governments and Communities

- Several congressmen proposed an amendment to a transportation funding bill that would have barred the FAA from spending any of its \$11.2 billion budget on the redesign project. In July 2007, the US House of Representatives rejected the amendment.
- There were 13 lawsuits filed against the FAA on the Redesign Project by local and state governments as well as various environmental and communities groups located in the study area. One of the lawsuits is claiming that the FAA plan will cause more aircraft flying over residential areas where they have never have been in the past. Another lawsuit challenges the FAA for not complying with NEPA because it failed to consider and/or mitigate noise impact on certain areas. Other lawsuits have been filed to seek an injunction from the court to stop the FAA from moving forward with its redesign project.
- The US General Accountability Office (GAO), which is the investigative arm of Congress, has initiated a comprehensive review of the redesign project. The GAO will look into the impacts, timeframes, and final costs of the project, whether FAA followed procedures required for such a project, and the strengths and limitations of the FAA's study methodology which was highly criticized by the communities for not including noise mitigation measures. The report is expected to be published in summer 2008.
- The FAA was planning to start implementation on the redesign project in December 2007 but decided to postpone it to determine if the court will grant the injunction requests.

Questions and Comments on this subject:

- A member of the audience stated that it seems that the FAA is spreading the flight patterns and not much is being done to reduce noise impact. Mr. Chan replied that the main focus of the redesign project is to reduce delays and to increase efficiency and safety. Mr. Holden added that when Kathryn Higgins of the FAA was at the Roundtable, she provided the same statement.
- Denny Schneider inquired about the percentage of increase of flights. Mr. Chan replied that specific percentage was not available but the demand for air travel is projected to continue to grow in the future.

3. Status Reports

- Progress on New Noise Monitoring System Installation – Ms. Kathryn Pantoja stated that LAVA has completed the installation of 66 out of a total of 69 noise monitors for all three airports, LAX, VNY and ONT. Of the installed monitors, there are still 28 of them that require electric service to be functional. This requires inspections to be done by utility companies (DWP or Edison) and government agencies as part of the permit requirements for electric service. The remaining 3 monitors are in the final stage of evaluation for specific site locations.

Ms. Pantoja also reported that Lochard has been making great progress on resolving issues on the software side, specifically the reporting features of the system. The new noise monitoring system is expected to go through a System Acceptance Test (SAT) starting in May 2008.

Questions on the Noise Monitoring System:

- A member inquired if there is any major problem on the solar-power sites. Ms. Kathryn Pantoja stated that there were no major problems associated with the solar sites. There is one site, however, where there are two poles located side by side for comparative study. The old existing pole is casting a shadow on the solar panel, causing the batteries to not be recharged properly. LAWA is working on removing that existing pole as soon as possible.
- Edgar Saenz inquired on the height of the noise monitor. Ms. Pantoja stated each noise monitoring pole is 20 ft. in height.
- Edgar Saenz inquired on how the data transfer works on the wireless sites. Ms. Pantoja stated that for the wireless sites, each of them has a DSL connection with static IP address and data are being transfer automatically on a daily basis to the computer server located at the airport.
- Edgar Saenz inquired if there will be a map showing the location of all noise monitor sites. Ms. Pantoja stated that LAWA will start working on that once all monitor site locations are finalized.
- Denny Schneider inquired if the noise system is capable of producing 60 CNEL noise contour. Ms. Pantoja stated that monitors are being placed further out to measure the noise levels to support the creation of a 60 CNEL contour.
- Progress on FAR Part 161 Study – Mr. Holden stated that the contract amendment for Harris Miller Miller Hanson, Inc. (HMMH) on the Part 161 Study was approved by the BOAC on March 3, 2008. The amendment consists of extending the term of contract for additional three years, expanding the scope of work for VNY airport to include a “dual track” method to phase out Stage 2 aircraft, and adding additional funding for the contract. The contract amendment will also require City Council approval.

Mr. Roger Johnson added that another consultant company is preparing the revised fleet mix forecast report for the LAX Part 161 Study, and they have met with representatives of the HMMH Part 161 team. The forecast is in the final draft form with additional revisions requested by LAWA to include air traffic information pertaining to evening, night-time, and early morning hours. The revised fleet mix is expected to be available in approximately 3-4 weeks.

- Progress on RFP for Roundtable Facilitator - Mr. Holden stated that on April 25, 2008, the BOAC approved the release of the RFP for facilitator and consultant services for LAWA/Community Noise Roundtables. The RFP was posted on the L.A. City Business Assistance Virtual Network (BAVN) web site on March 4, 2008 with the deadline to submit proposals on March 28, 2008 at 3:00 p.m. A pre-proposal meeting is scheduled on March 18, 2008 at 2:00 pm at the LAX Samuel Greenberg Board Room to provide information on the administrative requirements and to allow individual or firm who wishes to submit a proposal to ask questions pertaining to the RFP. Other processes include reviewing the proposals received and conducting selection interview. It is anticipated that a new contract should be in place by July 2008 and the consultant should start service on September 2008.
- Update on Problem with Noise Complaints Line – Mr. Holden stated that a recording system has been installed to record voice conversations on the noise complaint line.

Recording will be stored electronically on a computer server. This recording will allow LAWA management to monitor the quality of service provided to the public.

Denny Schneider inquired how long is the recording going to be kept. Mr. Holden replied that the recording is in electronic format and will be kept for a long period of time.

Edgar Saenz inquired about the duties of staff who answer the noise complaints line. Mr. Holden stated that calls are being handled by *Superintendent of Operations*, whose main duties include various inspections of the airfield, respond to emergency situations, and enforce safety regulations at the airport.

- Information on LAX Runway Status Light System – Mr. Holden stated that on March 3, 2008, the BOAC approved the Memorandum of Agreement (MOA) between the FAA and LAWA for installation and evaluation of an airport runway status light system at LAX which will cost \$3.85 million. Also, the BOAC approved the release of a Request for Bids (RFB) for construction of the necessary infrastructure to support installation of a RWSL system at LAX as defined in the MOA, which will cost an additional \$3 million. LAWA will be covering the costs for these projects.

The RWSL system provides real time warnings to pilots that the potential for a runway incursion exists. The system operates automatically by using data provided by the Airport Surface Detection Equipment – Model X (ASDE-X) to activate in-pavement red warning lights when there is another aircraft on or approaching the active runway. The proposed RWSL system at LAX will consist of Runway Entrance Lights (REL's) installations at taxiways V, Y, Z and AA on the north airfield and taxiways F, G and U on the south airfield. Takeoff Hold Lights (THL's) will be installed on the north airfield on Runway 24L. The selected locations for installation of these lights were jointly determined by LAWA and FAA Air Traffic Control Tower (ATCT).

A brief video along with animation display was shown to demonstrate how the Runway Status Light System works.

4. Roundtable Member Discussion

- An inquiry was made on the reopening of RWY 25R. It was noted that RWY 25R will be open after construction of the center taxiway is complete, which is expected to be by August 2008.
- Mr. Richard Croxall inquired on the status of the possibility of reopening the decommissioned taxiway CC to reduce departure operations by cargo carriers on RWY 25L. Mr. Roger Johnson replied that he will talk to Bill Withycombe at FAA and provide the Roundtable an update at the next meeting.
- Mr. Schneider suggested that LAWA should request aircraft operators to provide written reports stating the reasons for requesting east takeoffs during westerly operations. This documentation will also help the Part 161 study. Mr. Roger Johnson stated that LAWA will look into it.
- Denny Schneider inquired about the recently implemented Continuous Descent Approach (CDA) at LAX and wondered if it required a major change in arrival paths. Mr. Johnson stated that the change in arrival paths would be minimal with that CDA procedure. Mr. Holden added that there are two CDA procedures currently being used at LAX, they are known as RIIVR ONE and SEAVU ONE.
- Mr. Robert Holden stated that in July meeting of the Roundtable, there will be an election for the positions for Chairman and Vice-Chairman of the Roundtable. Three members,

Gary Parsons, Beverly Ackerson and Danna Cope, have volunteered to be in a nomination committee.

5. Comments from the Public

- No comments were made.

6. Adjournment

The next meeting of the Roundtable will be convened at 7:00 p.m. on Wednesday evening, April 9, 2008 in the Samuel Greenberg Boardroom, LAX.

The meeting was adjourned at 9:00 p.m.