



## **LAX/COMMUNITY NOISE ROUNDTABLE**

Recap of the Regular Meeting of April 9, 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  
Blake LaMar, Representing the City of Palos Verdes Estates  
Mike Cassidy, Representing the City of Hermosa Beach  
Beverly Ackerson, PANIC  
Danna Cope, LAX Area Advisory Committee  
Dorothy Harris, Ladera Heights Civic Association  
Tony DiBernardo, FAA ATC Tower  
Scott Tatro, LAWA  
Bob Holden, LAWA, Acting Roundtable Facilitator  
David Chan, LAWA

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

Roundtable Chairman John McTaggart called the meeting to order at 7:07 p.m. in the Samuel Greenberg Boardroom at LAX.

#### **2. Appointment of Chair of the Nomination Committee for Upcoming Election of Chair and Vice-Chair of the Roundtable**

John McTaggart appointed Hawthorne Councilman Gary Parsons to serve as Chair of the Nomination Committee. The members of the Roundtable are in agreement with Mr. McTaggart on this appointment.

#### **3. Report on the UC Davis Aviation Noise & Air Quality Symposium**

Dorothy Harris provided a summary report of this event. She mentioned that there were various presentations on noise and environmental issues, and that one particular presentation she found interesting is the *Effect of Aircraft Noise: Research Update* presented by Vince Mestre. This presentation covered sleep and speech disturbances as well other health effects due to aircraft noise. She noted that the study on Hypertension and Exposure to Noise near Airports (HYENA) shows that blood pressure increases when individual is exposed to aircraft noise while asleep. She pointed out that aircraft noise has the most impact on students in schools located near airports and that aircraft noise is also the number one cause for annoyance among other noise sources. She also has the opportunity to meet with other community groups located in Orange County, CA to share ideas and discuss similar concerns on noise issues.

#### **4. Presentation on Aircraft In-Flight Procedures**

Mr. David Chan provided a PowerPoint presentation of statistical information on aircraft in-flight procedures that are listed in the Work Program. The following is a summary of the key points of the presentation.

#### Work Program item I.A. - Extended Downwind Approach

- It was noted that the number of over flights over the City of Monterey Park from 2005 to 2006 has increased by 49%. This is mainly due to the fact that the south outboard runway was closed during that period for relocation to allow space for construction of a center taxiway. The closure caused arrival traffic to shift to the north which, in turn, caused the increase in the number of over flights. From 2006 to 2007, there was a continual increase of 18% which was due to the shift of traffic to the north complex as a result of the weekend closure of the south inboard runway (25R) for ongoing construction of the center taxiway.
- It was also noted that for the month of November 2007 there was an increase in the number of over flights over Monterey Park due to a long period of low visibility condition. The figures fell back to normal range from December 2007 to February 2008, with a slight reduction in January due to long period of Easterly Operations.
- Majority of the aircraft over flying Monterey Park are at an altitude between 2400 ft. and 3000 ft. MSL.
- Between the hours of 0000 and 0630, there are minimal overflights over the City of Monterey Park because LAX is in over-ocean operations where aircraft are arriving and taking off over the ocean.

#### Work Program item I.D. – Aircraft Arrivals Outside Regular Approach Paths “Short Turns”

- From 2005 to 2006, there was a reduction of 38% in the number of short turn arrivals because of the closure of the south outboard runway that caused the shift of arrival traffic to the north runways. This shift of traffic limited the space required by pilots to maneuver the short turn approach.
- There was a decrease of 15% in the number of short turn arrivals from 2006 to 2007.
- A map was shown to display the location of Ladera Heights in relations to the airport and flight tracks for the short turn approach.

#### Work Program item I.B. – Missed Approach/Go-Around

- There was a reduction of 29% in the number of go-around operations from 2005 to 2006, while the number remained at fairly the same level from 2006 to 2007 with a minimal increase of 2%.
- Go-around operations have become more balanced between the north and south runways starting in 2006.
- Tony DiBernardo mentioned that a spike in the number of go-around operations for January 2008 was due to inclement weather.

#### Work Program item II.A – East departures during Over Ocean Operations

- East departure operations occurring between midnight and 6:30 a.m. reached the peak level in 2004 with 125 operations due to the heavy Pacific storms that existed that year.
- From 2005 to 2007, the number of non-conforming east departures ranged from 55 to 80 annually.
- It was also noted that for the months of October and December of 2007, there was an increase of non-conforming east departures. The majority of these occurred on weekends when the south inboard runway was closed, which caused aircraft to depart to the east on the outboard runway due to its shorter length and existing slight tailwind condition. The north runway was also partially closed on weekend for runway paintings.

#### Work Program item II.B – Early turns of aircraft departing to the west

- There were significant reductions of early turn operations on the north side in 2006 and continuing through 2007. One of the factors for decrease is that most of the commuter

airlines have been switching turboprop aircraft to regional jets. Majority of the early turns to the north are conducted by turboprop aircraft.

- On the south side, early turn operations increased by 45% from 2005 to 2006 because of the closure of south inboard runway and partially due to the RNAV procedures.
- From 2006 to 2007, there was a further increase of 72% in the number of south early turns, in which majority of these are departures from RWY 25L.

#### Work Program item II.D – Improperly flown loop departures

- It was noted that there was an increase of loop departures that over flew the beach communities of Manhattan Beach, Hermosa Beach, and Redondo Beach for the month of December 2007 and January 2008. This increase is caused by several periods of high northerly winds.
- Mike Cassidy stated these numbers are high and are not acceptable. He also stated that pilots are not flying the loop departures correctly. Mr. Scott Tatro replied that the numbers on the graph only represent the loop departures that actually flew over the communities. It does not include the total number of loop departures. Mr. Tatro also added that these numbers were higher back in 1999.

#### Work Program item II.C – Turboprop community over flight

- The number of overflights by turboprop aircraft of the Palos Verdes Peninsula has decreased annually from 2003 to 2007 with monthly figures remained consistently at between 500 and 700.

### **5. Status Reports**

- Progress on New Noise Monitoring System Installation – Scott Tatro showed a map containing all noise monitor locations along with operational status at LAX. Currently, there are 37 new noise monitors installed with 23 of them that are fully operational. The remaining 14 monitors are awaiting approval from DWP or Edison to provide electric service to the sites. Three additional monitors are in the final stage of evaluation for specific site locations. Upon completion of the noise monitor replacement project, five existing old monitors will be removed. The old monitor equipment may be returned to the original manufacturer. Mr. Tatro also pointed out the locations of the monitors that are placed further out for measurement of the 60 dB CNEL contour.

The most time consuming part of the process is the permitting requirements which involve inspections, documentations, and obtaining approvals from city agencies and utilities companies. Currently, the most significant delay is with the Southern California Edison.

For the web-based flight tracking system, Lochard is making progress toward improving the quality of the flight tracks. This system is capturing multiple sources of radar data to ensure complete coverage of an 80 miles radius. Mr. Tatro also stated that because of the noise monitor replacement project is taking longer than expected, he cannot set a date of when the new noise monitoring system will be up and running.

- 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 was also approved by the City Council.

Mr. Holden also stated that the aircraft fleet mix forecast report, which is one of the elements for the study, 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. Mr. Holden also stated that Roger Johnson, in his briefing of the City Council's Trade, Commerce and Tourism Committee, stated that the consultants working on the revised fleet mix forecast are encountering a problem factoring the effect of increasing prices for jet fuel on the forecast. The revised fleet mix is expected to be available soon, and once received, the work on the LAX Part 161 will recommence.

- Progress on RFP for Roundtable Facilitator - Mr. Holden stated that by the March 28, 2008 deadline, LAWA received four written proposals for Roundtable facilitator/consultant services. The following are firms who submitted proposals:
  - Harris Miller Miller & Hanson, Inc. (HMMH)
  - ESA Airports
  - Walter E. Gillfillan & Associates
  - A team consisting of Meryt McGindley of South Bay Consultants & Pamela Hamby of Advance Education and Training Services

LAWA Procurement Services Division (PSD) is currently reviewing the administrative requirements portion of the proposals. After receiving notification from PSD of which proposers are considered to be responsive, staff of Noise Management Division will begin evaluation of the technical portion of the proposals and then conduct oral selection interviews. Approval from the BOAC is also required to obtain a new contract for this service. 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 Feasibility Study of Reopening Taxiway CC - Mr. Holden stated that a meeting was held recently with representatives from FAA and LAWA to discuss the possibility of reopening end-around taxiway CC to allow cargo carriers, whose facilities are located south of RWY 25L, to travel to RWY 25R for departures without crossing active runways. The main benefit of this would be to reduce the number of 25L departures by cargo carriers. Staff members from the FAA ATC Tower are very positive on this idea since it allows them greater flexibility from an operational stand point. The CAT III lighting structure is currently obstructing the usage of taxiway CC and options are being discussed to lower the lighting structure when it is not in use during normal weather condition and/or to relocate the structure to allow aircraft to operate on taxiway CC.

## **6. Roundtable Member Discussion**

- Mr. Scott Tatro provided a brief PowerPoint presentation on the noise abatement signs entitled, "No Turns Before the Shoreline", located on the airfield at LAX. He stated that a FAR Part 139 inspection was conducted recently by a FAA safety inspector who stated that these signs do not meet the standard requirements for placement on the airfield and would need to be removed. The alternative option is to place new noise abatement signs on the back of the standard FAA sign equipment. This equipment is lighted during night-time hours. Mr. Tatro also pointed out the locations where these new signs may be located on the map during his presentation.
- Mr. David Chan stated that back in July 2004, the Roundtable submitted a letter to the Airport Cooperative Research Program (ACRP) suggesting 8 topics related to noise for research consideration. Apparently, Mr. Chan is also a member of the ACRP oversight panel for a project that involves four of those topics. These topics included sleep disturbance, speech interference, health effects, and low frequency noise & vibration. Furthermore, Mr. Chan mentioned that Mr. Scott Tatro is also a member of the oversight panel for a project that compiles noise mitigation programs that address noise beyond the 65 DNL (CNEL in CA) contour. Mr. Chan noted that ACRP is now soliciting ideas or suggestions for research consideration for fiscal year 2009 and asked members of the

Roundtable if they would like to participate. Existing topics that were not selected previously for research can be resubmitted each year. No action was taken by the Roundtable.

- Mike Cassidy asked John McTaggart if he can help expedite the electric service requests with Edison for the noise monitors. Mr. McTaggart stated that he will need the address of the monitors and that he is willing to help. The members of the Roundtable voted in favor of supporting this request.
- Mr. Denny Schneider noted that he received report from someone stating that representatives from the airport are still not handling complaints in a friendly matter. Mr. Mike Corlett requested Mr. Schneider to provide the exact date and time of the call(s) so that investigation can be made. Mr. Holden added that since the recording of the noise complaint line was implemented, he has listened to all the complaints and did not find any responses from airport representatives to be inappropriate. However, specific dates and times are needed if anyone has experienced a problem with the noise complaint line.

#### **7. Comments from the Public**

- A member of the public suggested that the total number of operations should be included for each slide of the presentation to give the audience a view of the bigger picture. Mr. Tim Ihle stated that statistical information is available online via LAWA web site. Mr. Mario Alonso added that most of the aircraft in-flights procedures are at 98% or 99% compliance rate when compared to the total number of operations for each procedure.

#### **8. Adjournment**

The next meeting of the Roundtable will be convened at 7:00 p.m. on Wednesday evening, May 14, 2008 in the Samuel Greenberg Boardroom, LAX.

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