



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of May 14, 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
Beverly Ackerson, PANIC
Roy Hefner, Alternate, LAX Area Advisory Committee
Yvonne Bedford, Alternate, Ladera Heights Civic Association
Tung Nguyen, City of Monterey Park
Tony DiBernardo, FAA ATC Tower
Michael DiGirolamo, LAWA
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 7:04 p.m. in the Samuel Greenberg Boardroom at LAX.

2. Presentation on Ground Run-Ups Monitoring at LAX

Mr. David Chan provided a PowerPoint presentation on the status of installing a ground run-up monitoring system at LAX. The following is a summary of the key points of the presentation.

- Airlines need to routinely inspect and maintain their aircraft to ensure the safety of the traveling public. As part of this regularly scheduled maintenance, aircraft engines need to be tested at high power levels to ensure their proper operation, which cause disturbance to the surrounding communities, especially at night-time hours.
- At LAX, engine run-up activity is restricted during the hours from 2300 to 0600. Currently, there is no noise monitor at LAX to detect engine run-up activity. As a result, LAWA is planning to include a system to detect engine-up operations as part of the Noise Monitor Replacement Project.
- In the 2nd quarter of 2007, Lochard's subcontractor, Bridgenet, conducted site survey for the known run-up areas (Fed Ex, Continental, American, Delta and the old TWA Hangar) to determine if existing electrical sources and communication lines are available; none was found. As a result, Bridgenet recommended using solar panels with back-up batteries to provide power to the monitoring equipment and to use Verizon's 3rd generation (3G) cellular service with internet capability for transferring data from remote sites to central

server. Bridgenet also recommended using a camera along with the noise monitor equipment to identify which airlines that actually conducted the run-up.

- Bridgenet also conducted temporary monitoring at the Fed Ex facility to test the technologies and to determine the best position for placement of the monitoring equipment. Minor issues with the solar panels and wireless communication service occurred during testing but were later resolved.
- Through testing and communicating with the tenants, it is determined that Fed Ex has the most engine run-up activities at LAX. As a result, plans are underway to install permanent monitor at that location. As for the other facilities, TWA and American will be demolished because of the Midfield Satellite Project which consists of constructing new contact gates for the A380 aircraft at the same area where these two facilities are currently located. No concrete plans are in place for Continental and Delta facilities so installation of monitoring equipment at these facilities is on hold.
- After the ground run-up monitor system is in place, LAWA's goal is to have the ability to evaluate the noise impact of aircraft engine run-up activity.

Questions on Ground Run-Up

- Beverly Ackerson inquired if the run-up activity was done outside and wondered if other airports use some sort of enclosure to reduce noise. Bob Holden replied that this activity is done outside at the blast fence area at LAX. David Chan added that some airports do have dedicated ground run-up enclosure also known as "hush house" for operators to perform engine tests.
- Mr. Denny Schneider claims that there were aircraft engine run-ups being conducted on the cargo facility near Westchester at night-time hours. Bob Holden replied that the event was not considered engine run-up. It is the situation where the aircraft's auxiliary power unit (APU) is turned to provide electricity to the inboard electrical component of the aircraft. This is part of the routine operation when the aircraft is on the ground.
- Mr. Schneider inquired if there is noise cancellation technology that can be applied to reduce noise for this activity. He also asked is there a noise signature for certain aircraft. Mr. Joe Czech of Wyle Lab stated that noise cancellation technology is available. Mr. Scott Tatro replied that the main purpose of this monitoring program to not necessarily to determine distinct noise signature but to identify engine run-up activity at LAX.

3. Status Reports

- Progress on New Noise Monitoring System Installation – Scott Tatro reported that the contract for Lochard Corp. to design and build the new noise monitoring system for LAX, ONT, and VNY expires on June 30, 2008. Due to many unforeseen circumstances that resulted in significant delays in completing this project, LAWA staff is requesting BOAC approval on May 19, 2008 for amendment of the contract to extend the term for additional three years, modify the scope of work, and add additional funding. This will allow additional time and resource for Lochard to complete the Noise Monitoring Replacement Project.

LAWA also has a contract with Environmental Science Associates (ESA) to provide technical oversight services related to the design, installation, and final acceptance of the Noise Monitoring Replacement Project. The contract with ESA also expires on June 30, 2008. LAWA staff is requesting BOAC approval on May 19, 2008 for a second amendment of the contract to extend the term for up to two additional years.

Mr. Tung Nguyen inquired if a map of the all the noise monitor sites is available. Mr. Scott Tatro replied that he did show a map of all the sites at the previous meeting. However, the map is not finalized yet.

Mr. Nguyen claimed that in 2006, LAWA agreed to install two noise monitors at Monterey Park but never fulfill that agreement. Mr. Tatro replied that as part of the Noise Monitor Replacement Project, monitors are place further out to measure the 60 CNEL noise levels. As for placing noise monitors at Monterey Park, LAWA will have to review that again.

Mr. Denny Schneider inquired if LAWA is having any problem with the permitting process for installation of the monitors that may require assistance from the Roundtable. Mr. Tatro replied that the problem is manageable at this time.

- 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 and the City Council. 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.

Mr. Holden also stated that the consultants are still working on a problem that involves factoring the effect of increasing jet fuel prices for the fleet mix forecast report. The revised report is expected to be available soon, and once received, the work on the LAX Part 161 will recommence.

Mr. Holden reported that there is a spike in number of east departures for the month of March 2008. 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. It was also noted that the wind condition was at a marginal 8 or 9 knots; while not strong enough to change the aircraft flow pattern but enough to cause pilots of heavy aircraft to depart to the east.

Mr. Holden announced that the RNAV departure procedure, called JEDDD, for turboprop aircraft has been published as of April 2008. This procedure reroutes turboprop aircraft that fly near Palos Verdes Peninsula further offshore by approximately two miles.

- Progress on RFP for Roundtable Facilitator - Mr. Holden stated that oral interviews were conducted on May 8, 2008 as part of the selection process for the Roundtable Facilitator. The following firms participated in the interview process:
 - 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 staff is still in the process of evaluating these firms to determine the most qualified candidate to provide this service. 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.

4. Roundtable Member Discussion

- Mr. Bob Holden announced that effective from June 10 to June 26 of 2008, RWY 25R/07L will be closed from 1 a.m. to 7 a.m. to expedite the completion of the South Airfield Improvement Project.

- Mr. Denny Schneider suggested that the Roundtable should provide comments on the proposed Part 161 curfew restriction at Bob Hope Airport. He suggested for the Roundtable to strongly oppose of having a single airport to propose a curfew restriction since it will shift noise from one area to another. Instead, curfew restriction should apply to all airports. The majority of the members voted and agreed to proceed with Mr. Schneider's suggestion.
- Mr. Tung Nguyen stated that there is a drastic increase of aircraft flying over Monterey Park for the past several months. It is becoming unbearable. He wondered if there is an alternative flight pattern for aircraft arriving to LAX.
 - Mr. Holden explained that there is another arrival procedure called the "crossover track" but it is not being use frequently. Mr. DiGirolamo added that this procedure is used to maintain the flow of air traffic.
 - Mr. DiGirolamo explained that as the aircraft turn at Monterey Park, power is applied to maintain altitude and thus causing more noise.
 - Mr. Scott Tatro stated that in 2006 the south outboard runway (25L/07R) was closed for the South Airfield Improvement Project which caused majority of the air traffic to be shifted to the north runways complex, which in turns caused the increase in the number of overflights at Monterey Park. Currently, south inboard runway 25R/07L is closed on weekend for ongoing construction for the project.
- Mr. Tung Nguyen asked who determine where the aircraft turn for landing. A member replied that it is the FAA that directs the pilots to fly on the extended downwind approach to maintain aircraft separation requirements for safety.
- Mr. DiGirolamo stated that the earlier work of the Roundtable involves reducing overflights over three communities: El Segundo, Palos Verde, and Monterey Park. He noted that Monterey Park was the most difficult and it was unfortunate that the Roundtable was not able to solve the overflight issue at Monterey Park.
- Mr. Nguyen stated that on behalf of the City Manager of Monterey Park, he would like to invites the Roundtable to meet at Monterey Park for future meeting since it is difficult for him and the residents of Monterey Park to attend the Roundtable meeting at LAX. Mr. McTaggart stated that the meeting starts at 7 p.m. to allow people enough time after work to attend the meeting.
- Mr. DiGirolamo stated that in 2000 there were 2400 daily operations at LAX. Currently there are only 1740 daily operations and in some cases, it is low as 1600 operations. Most of the RJ aircraft are longer being flown by Eagle, Skywest and United. International carriers are switching from the B747 to the quieter B777 aircraft. There are several airlines that are anticipated to be out of business by the end of 2008 which may include United, Frontier, Skybus and US Airways.
- Mr. Holden announced as of May 12, 2008, a new Airport Environmental Manager is in place to oversee the newly formed Environmental Services Division (ESD) at LAWA. This new division combined the two existing divisions of Noise Management and Environmental Management. Robert Freeman was selected to take on this leadership role.

5. Comments from the Public

- A resident from City of Monterey Park expressed her frustration about aircraft flying over that area causing disturbance to her, and wanted to know what can be done. It was noted that overflight over Monterey Park has been an ongoing issue for many years. Several members of the Roundtable noted that the best solution is to voice her concern to her local congressman.

- A resident who live near the 110 Harbor Fwy at Manchester Ave voiced her concern about the increase of flights over that area since 2006. Tony DiBernado stated that in 2006 the south runway 25L/07R was closed for the South Airfield Improvement Project and caused air traffic to shift to the north runways complex which may explain the increase in traffic over her area.

6. Adjournment

The next meeting of the Roundtable will be convened at 7:00 p.m. on Wednesday evening, June 11, 2008 in the Samuel Greenberg Boardroom, LAX.

The meeting was adjourned at 9:01 p.m.