



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of June 11, 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
Tung Nguyen, City of Monterey Park
Blake LaMar, Representing the City of Palos Verdes Estates
Roy Hefner, Alternate, LAX Area Advisory Committee
Edgar Saenz, Representing Congresswoman Maxine Waters
Beverly Ackerson, PANIC
Yvonne Bedford, Alternate, Ladera Heights Civic Association
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 7:05 p.m. in the Samuel Greenberg Boardroom at LAX.

2. Presentation on the A380 aircraft

Mr. Dan Cohen-Nir of Airbus provided a PowerPoint presentation on the environmental benefits of the A380. The following is a summary of the key points of the presentation.

- The A380 is similar in size of the B747-400. A noticeable difference is the vast size of the A380's wings, which has a wingspan of 262 ft. Majority of the airlines that operate the A380 have a seating configuration of 555 seats.
- The A380 has greater climb performance and requires less thrust on take-off because of its massive wings.
- One of the noise benefits of the A380 is that only the inboard engines are equipped with thrust reversers to assist in reducing the speed of the aircraft upon landing. This should create less noise impact on the surrounding communities.
- The A380 is the quietest aircraft in its class with noise level that is 20 dB lower than the Stage 4 standard. However, in order to achieve this lowered noise level, there is a trade off of increased emission of NOx.

- Because of the massive size of aircraft's wings along with operating in a constraint environment at LAX, it is most suitable for the A380 to depart on runway 25L for safety and efficiency.
- There are two noise abatement departure procedures designed for the A380 by ICAO which help create less noise impact on communities that are close or distant to the airport. Furthermore, an advanced flight management system (FMS) is equipped on the A380 to optimize these procedures for further noise reduction.

Comments and Questions on the A380 Presentation

- Mr. Denny Schneider inquired if the Continuous Descent Approach (CDA) can be applied to the A380 aircraft. Dan Cohen-Nir replied that the approach speed of the A380 is lower than aircraft of comparable size. Tony DiBernardo added that because of the slower approach speed, greater separation is required for aircraft trailing the A380. It is unknown at this time if the CDA can be applied to the A380.
- A member inquired about the lifespan of the A380 aircraft. Mr. Cohen-Nir replied that the A380 is expected to last for approximately 30 years.
- Ms. Beverly Ackerson wanted to know the actual noise levels measured at LAX for the A380. Mr. Scott Tatro replied that since there were only two A380 operations at LAX, he was hesitant to provide those data. However, he stated that the noise levels of the A380 were comparable to the B747. Mr. Edgar Saenz commented that he did notice that the A380 is quieter than other aircraft.
- Roy Hefner inquired if the A380 will operate in the interior areas of the U.S. Michael DiGirolamo replied that the A380 is best suited for long-haul flights such as L.A. to Tokyo.
- It was noted that the A380 has a greater margin for tailwind component at 15 knots so it may not require an east departure while LAX is in westerly or over-ocean operations.
- Michael DiGirolamo stated that Qantas Airlines will be operating the A380 from LAX to Melbourne every other day starting in the fall of 2008. By the summer of 2009, the frequency of this flight will be daily. Dan Cohen-Nir added that it is projected to have a total of 17 daily A380 operations at LAX by 2013.
- Michael DiGirolamo offered invitation to the Roundtable members to witness the operations of the A380 when Emirates Airlines operates at LAX.

3. Status Reports

- Update on State of California Noise Variance Process for LAX – Scott Tatro reported that LAWA has submitted an application to the State of California for a noise variance for LAX on May 21, 2008. On June 4, 2008, a letter was received from the State stating that LAWA can continue operating under the existing variance until a new variance is issued. A variance is typically issued for a 3-year term during which an airport proprietor must work toward or achieve compliance with the basic requirement for compatible land use in the 65 CNEL noise impact area. It was noted that 80% of the homeowners located in the noise impact area participate in the soundproofing insulation program.
- Progress on RFP for Roundtable Facilitator - Mr. Holden stated that the selection process for the Roundtable Facilitator is currently under review by LAWA Procurement Services Division. Upon completion of the review, LAWA will make the announcement on which

firm was selected to fulfill the role of a facilitator for LAX and VNY. Approval from the BOAC is also required to obtain a new contract for this service. It is anticipated that the facilitator should start service by the end of 2008.

4. Roundtable Member Discussion

- Mr. Denny Schneider initiated a discussion on the preferential runways usage at LAX. Tony DiBernardo noted that staff from FAA Tower has to take service and safety into consideration when making runway assignment. He also stated that it is the goal of the FAA to use inboard runways for departures.

Mr. Carl Jacobson noted that the cargo carriers were instructed by FAA Tower to use RWY 25L for departures regardless of time of day. Mr. DiBernardo requested Mr. Jacobson to provide specific date and time for events that occurred so that investigation can be made.

- Mr. Bob Holden noted that the Mayor of Los Angeles and LAWA have submitted comments opposing the proposed curfew restriction at Bob Hope Airport. It should also be noted that a comment letter from the Roundtable will be submitted on June 12, 2008 via fax.
- A video recorded by a local resident showing aircraft with the auxiliary power unit (APU) on at LAX was shown. This is to clarify the fact that the incident was not an engine run-up activity.
- Mr. Tung Nguyen informed that he has reported to the elected officials of Monterey Park that the Roundtable is in support of requesting Congress to restore the funds required for the Southern California Airspace Redesign Project. He also stated that the former major of Monterey Park, Michael Eng, will also offer his support in favor of the Airspace Redesign Project.
- Mr. DiGirolamo stated that air traffic volume at LAX has decreased by 21 daily operations for the month of May compared to April. The average daily number for May is 1740 and it is expected that by the fall of this year, the number will drop to 1650. Air carriers are pulling out service due to the soft economy and high fuel prices.

Roy Hefner inquired about the daily operations back in 2000. Mr. DiGirolamo replied that there were approximately 2100 daily operations in 2000 and the number dropped to 1400 after the 9-11 incident in 2001.

- Mr. Holden noted that for the next Roundtable meeting, there will be an election for Chair and Vice-Chair of the Roundtable. In addition, a nomination subcommittee meeting, which will nominate members to serve for those positions, will take place at 6:30 p.m. prior to the regular Roundtable meeting.

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, July 9, 2008 in the Samuel Greenberg Boardroom, LAX.

The meeting was adjourned at 8:46 p.m.