



LAX/COMMUNITY NOISE ROUNDTABLE **Ad Hoc Nomination Subcommittee**

Recap of the Meeting of July 9, 2008

Ad hoc Nomination Subcommittee Members Present

Gary Parsons, Chairman
Beverly Ackerson

1. Call to order

Chairman Gary Parsons called the meeting to order at 6:35 p.m. in the Samuel Greenberg Boardroom, LAX

2. Consideration /Recommendation of Nominees for the Office of Roundtable Chairman

After the consideration of suggestions and a discussion of options, the Subcommittee unanimously agreed that John McTaggart be recommended to the Roundtable members to continue to serve as Chairman of the Roundtable for the coming term.

3. Consideration /Recommendation of Nominees for the Office of Roundtable Vice Chairman

After the consideration of suggestions and a discussion of options, the Subcommittee unanimously agreed that Denny Schneider be recommended to the Roundtable members to continue to serve as Vice Chairman of the Roundtable for the coming term.

4. Subcommittee Member Discussion

Beverly Ackerson stated that John McTaggart and Denny Schneider are very knowledgeable with aviation noise issues and would be the most suitable persons to serve as the Chair and Vice-Chair of the Roundtable, respectively.

5. Comments from the Public

A member of the public noted that it was an excellent choice to nominate John McTaggart and Denny Schneider to continue to serve in their current roles.

6. Adjournment

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

The Subcommittee meeting was adjourned at 6:38 p.m.



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of July 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
Gary Parsons, Councilman, City of Hawthorne
Blake LaMar, Representing the City of Palos Verdes Estates
Chad Molnar, Representing LA City Councilman Bill Rosendahl
Tung Nguyen, City of Monterey Park
Roy Hefner, Alternate, LAX Area Advisory Committee
Beverly Ackerson, PANIC
Yvonne Bedford, Alternate, Ladera Heights Civic Association
Tony DiBernardo, FAA ATC Tower
Steve May, FAA Western-Pacific Region District Office
Michael DiGirolamo, 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. Report from the ad hoc Nomination Committee

Councilman Gary Parsons presented the recommendations of the Nomination Subcommittee. For the office of Roundtable Chairman, the Subcommittee recommended John McTaggart. For the office of Vice Chairman, the Subcommittee recommended Denny Schneider.

3. Election of Roundtable Officers for Two-Year Terms

The Roundtable members accepted the recommendations of the Nomination Subcommittee and unanimously approved the appointments of John McTaggart as Chairman and Denny Schneider as Vice Chairman for a two-year term ending in July 2010.

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 in 2006 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 drop back to normal range from December 2007 to February 2008. From March to May of 2008, there was a gradual increase from month to month, which also occurred on the same months of the previous year.
- 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 locations of Baldwin Hills, Windsor Hills/View Park and Ladera Heights in relations to the airport along with flight tracks for the short turn approach.
- Denny Schneider inquired about the altitude for this approach. Altitude information for this operation was not available at the time, but will be made available on future presentation.

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

- There was a noticeable reduction in the number of go-around operations from 2000 to 2001 and from 2005 to 2006. The numbers remained at fairly the same level from 2006 to 2007.
- Go-around operations between the north and south runways remained comparatively balance from year to year.
- Carl Jacobson requested information on aircraft that do not maintain runway heading during go-around operations.

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 2007 and March 2008, there was an increase of non-conforming east departures. The majority of these occurred on weekends when the south inboard runway (25R) was closed, which caused aircraft to depart to the east on the outboard runway due to its shorter length along with existing slight tailwind condition.

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.
- It was noted that there is a reduction of south early turns from March to May of 2008. In June 2008, RWY 25R was closed from 1AM to 7AM to expedite the completion of the South Airfield Improvement Project. This project is now completed, and in July the number of RWY 25L departures should decrease.
- Tony DiBernardo inquired on how LAWA determine if the early turn is initiated by the pilot or instructed by FAA. Mr. Chan replied that LAWA staff listens to the radio communication between the pilot and FAA ATC. If no instruction is given by the FAA to turn early, then it is assumed that the early turn was initiated by the pilot. Mr. Holden added that early turns may also cause by wind drift. A monthly early turns report is distributed to the FAA tower and the airlines, and owners of GA aircraft are notified by letter.

Work Program item II.D – Improperly flown loop departures

- It was noted that one missed loop departure operation can cause overflight over several communities. The total number of missed loop departures that was previously reported consisted of count of community overflights resulted from missed loop departure operations. To provide a more accurate representation, the total missed loop numbers have been revised to show count of the operations instead of the community overflights.
- 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.
- Tony DiBernardo inquired about the minimum altitude requirement for aircraft that re-cross the shoreline. Mr. Bob Holden stated that the loop departure procedure requires aircraft to cross the LAX VOR at or above 10,000 ft. Mr. DiBernardo stated that FAA will allow pilots to re-cross the shoreline at a point other than the VOR if the aircraft are at high altitudes. This is a service that FAA provides to assist the airlines in saving fuel. Mr. Holden stated that loop departures that over fly the communities are still a concern for Mike Cassidy.
- Another graph was added to show the percentage ratio of the missed loop compared to the total loop operations, which is at an annual average of 10%.

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 2000 to 2007 with monthly figures remained consistently at between 500 and 700.
- It was noted that the JEDDD RNAV departure procedure, which re-routes southbound turboprop aircraft further offshore from PV by two miles, was published in April 2008. Mr. Chan stated that he recently contacted the two commuter carriers at LAX, American Eagle and Skywest, to determine if the procedure is in use. American Eagle is currently operating 7 turboprop aircraft that do not have the required equipment to fly RNAV procedures. However, those turboprop aircraft will be replaced by regional jets in November 2008. Skywest is currently not using the JEDDD procedure. A call to Walter White later revealed that although the JEDDD procedure was published, some work is still needed to be done before the procedure can be utilized, which he anticipates to be by end of 2008.

5. Status Reports

- Update on LAX Part 161 Study – Mr. Holden stated that the aircraft fleet mix forecast report, which is one of the elements for the study, is still in draft form with additional revisions requested by LAWA to include air traffic information pertaining to evening, night-time, and early morning hours. One of the issues that is causing delays in providing this

report is that the scheduled departure time information listed in the Official Airlines Guide (OAG) is the time that the aircraft leave the gate, not the actual wheels-up time. This causes difficulty in forecasting the operations during the aforementioned specific time periods. The consultants will be performing additional analyses on this issue. In addition, the consultants are still encountering problems factoring the effect of increasing prices for jet fuel on the forecast. The work on the LAX Part 161 will recommence once the revised fleet mix is available.

Mr. Michael DiGirolamo provided information on the status of the aviation industry as a result of the increasing price of jet fuel.

- Many airlines are pulling out service in the U.S. and by September 2008, there will be 73 airports without commercial air service and that number will increase to 100 by December 2008.
- At LAX the current average number of daily commercial operations is at 1650. It is expected that the number will drop to 1500 by the end of 2008 and will reduce even further to 1400 by next summer.
- Express Jet decided to cease service at LA/ONT airport effective September 2, 2008.
- Southwest, the current low-price leader, experienced a decrease in load factor of 3%.
- United is expected to cease all services by end of 2008 or early 2009.

Mr. DiGirolamo stated that because of these significance changes and the uncertainty of the aviation industry, it is very difficult to forecast fleet mix. The good news is that it will be quieter at LAX because of the reduced operations.

Mr. Denny Schneider inquired on the status of requesting air carriers to provide documentation, to serve as a deterrent, when they depart to the east while LAX is in Westerly or Over-Ocean operations. Bob Holden replied that LAWA is in the process of sending a memo to the City Attorney to draft an ordinance requiring airlines to provide the aforementioned documentation.

- Update on BUR Part 161 Study – Mr. Holden stated that the FAA has provided comments on proposed night-time curfew at Bob Hope Airport through the Part 161 process. FAA's comments suggested that the airport's cost/benefit analysis did not meet several of the 6 statutory requirements of the Part 161 Study. It was noted this was not a final decision of the FAA. In addition, according to the latest issue of Airport Noise Report, it noted that the airport authority governing Bob Hope Airport may not pursue the proposed curfew through the Part 161 process but instead through the legislative route.

The Los Angeles City Council is still deciding to either support or oppose the proposed curfew at Bob Hope Airport.

Bob Hope Airport has also posted several comments on the Part 161 Study on its web site made by recognized community groups, local government agencies and others. It should be noted that the letter containing comments made by the Roundtable has been posted on the www.bobhopeairport.com web site.

Mr. Chad Molnar suggested that there should be a regional curfew restriction for all airports in Southern California except for LAX due to its large volume of international flight operations. Majority of the members disagreed with Mr. Molnar's suggestion.

- Progress on RFP for Roundtable Facilitator - Mr. Holden stated that after a thorough review of the written proposals and completion of the oral interviews for Roundtable

Facilitator, LAWA has determined that Harris Miller Miller & Hanson, Inc. (HMMH) is the most qualified firm to provide facilitator/consultant services for LAX and VNY Community Noise Roundtables. Currently, LAWA is in the negotiation phase with HMMH and once that is completed, a request will be made to the City Attorney to draft a contract. 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 September 2008 and the consultant should start service on October 2008.

Several members made comments that Walt Gillfillan was an excellent facilitator for the LAX Roundtable since its inception and that a letter of appreciation should be sent to Walt. Roundtable Chairman requested that Denny Schneider draft the letter. It was noted that the letter should be signed by all members of the Roundtable as a way to show great appreciation for Walt.

6. Roundtable Member Discussion

- Councilman Gary Parsons announced that Mr. Robert Holden will be providing a presentation on aircraft noise issues at LAX at the Hawthorne City Council meeting on July 22, 2008.
- Ms. Beverly Ackerson requested that the noise level data for the A380 operations at LAX to be provided to the Roundtable. Mr. Bob Holden replied that the information will be available at the next meeting.
- Mr. Michael DiGirolamo provided further details on the invitation that he previously made to the Roundtable, which is to observe the arrival or the departure of the A380 at LAX. He mentioned that the A380 will arrive at LAX at 9:15 AM on August 5, 2008. The aircraft will then depart from LAX at 12 PM to fly around Catalina and then return to LAX at 1:15 PM. He will arrange a bus to be at the LAX Clifton A. Moore Administration Building to take members to the airfield. He left it to the members to determine if they want to watch the arrival or departure operation of the A380. The majority of the members voted to watch the arrival operation. Confirmation of this event will be provided to the Roundtable members at a future date.

7. Comments from the Public

- A member of the public mentioned an interesting experience he had with Spirit Airlines. He had made reservation for a flight with the airline and upon walking to his seat, he noticed that the seats were taken out on the row that he was assigned.

8. Adjournment

The next meeting of the Roundtable will be convened at 7:00 p.m. on Wednesday evening, September 10, 2008 in the Samuel Greenberg Boardroom, LAX.

The meeting was adjourned at 8:53 p.m.