



## **LAX/COMMUNITY NOISE ROUNDTABLE**

Recap of the Regular Meeting of September 10, 2008

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### **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  
Mike Cassidy, Representing the City of Hermosa Beach  
Chad Molnar, Representing LA City Councilman Bill Rosendahl  
Tung Nguyen, City of Monterey Park  
John Dragone, Alternate, LAX Area Advisory Committee  
Beverly Ackerson, PANIC  
Dorothy Harris, Ladera Heights Civic Association  
Yvonne Bedford, Alternate, Ladera Heights Civic Association  
Steve May, FAA Western-Pacific Region District Office  
Roger Johnson, LAWA  
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 7:03 p.m. in the Samuel Greenberg Boardroom at LAX.

### **2. Presentation on El Segundo's Early Turn Camera System**

Assistant City Manager Bill Crowe and IT Manager Norman Thorn from the City of El Segundo collaboratively presented El Segundo's Early Turn Camera System. This system consists of four video cameras installed on a pole located at the northwest corner of El Segundo on Imperial Ave. The system is on 24 hours a day to continuously monitor aircraft that commit early turns. It also has the capability to record radio communications between FAA Air Traffic Controllers and aircraft pilots. However, El Segundo staff uses the LAX internet flight tracking website to identify aircraft operators with early turn violations. A brief introduction video was shown along with a sample video clip from the camera system showing an aircraft turning early over El Segundo prior to reaching the shoreline.

Mike Cassidy inquired if the system requires manual detection of aircraft executing early turns. Mr. Bill Crowe replied that the system does automatically detect aircraft turning early, and it also tags the date and time of each incident.

Denny Schneider inquired on the result of investigation on the sample video clip showing a Fed Ex aircraft executing an early turn.

Bob Holden advised that because there are so many early turn investigations being done every month, he did not recall this incident. He added, however, notices of early turn violations are being sent to the aircraft operators as well as to the FAA Tower Chief. He was asked about responses from airlines to which he replied that the majority of the responses he receives are from General Aviation (GA) operators.

### **3. Presentation on LAX South Runway Utilization Analysis**

Mr. David Chan provided a PowerPoint presentation on the usage of the south runways before and after the center taxiway project was completed as of June 21, 2008. The presentation also provided information on how it affects air cargo carriers operations and early turn operations. The following is a summary of the key points of the presentation.

- The presentation covered a 4-month timeframe from May to August to include a period when there were many weekend closures of 25R and a period when the closures have ceased. A majority of the closures occurred in May with partial closures occurring in June and July. No significant closures were reported for the month of August.
- The number of 25L departures is directly related to the closures of 25R. The total number of 25L departures has decreased substantially from May to August.
- The presentation indicated that the air cargo carriers are gradually decreasing the usage of runway 25L for departures from May to August.
- There are approximately 35 air cargo carriers operating at LAX with Fed Ex having the most operations among the cargo carriers.
- Time of day analysis showed that peak hours of operations for cargo carriers on runway 25L and 25R are from 3 AM to 8 AM and from 6 PM to 9 PM. Similar peak early morning hours also exist for the passenger air carriers.
- The number of early turns occurring from the south runways has decreased to the same level as in 2005; when it was prior to the construction and runway closure activities. Majority of those reductions are coming from 25L departures passing through the Hyperion gate.

### **4. Status Reports**

- Information on A380's noise levels – Mr. David Chan presented the noise levels for the Airbus A380 and other aircraft for comparison. The A380 is generally on par with the B747 in terms of noise levels for arrival and departure operations. Noise comparison for the B747 and A380 was also done at London's Heathrow Airport where it showed similar results. However, it was noted that these results are not considered to be conclusive as there are currently only a few A380 operations.
- Update on LAX Noise Variance Process - 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 Title 21 of the California Code of Regulations (Noise Standards) requirements for compatible land use within the 65 dB-CNEL noise impact area. It was noted that a detailed discussion on the LAX Variance was provided at a meeting on September 9, 2008 where representatives from Council Districts 8 and 11 along with other parties participated.

Denny Schneider stated he will participate in the LAX Variance process in place of Roy Hefner.

- Update on RFP for Roundtable Facilitator - Mr. Holden stated that the contract between LAWA and Harris Miller Miller & Hanson, Inc. for the Roundtable Facilitator has been signed by HMMH and is scheduled for BOAC approval on September 15, 2008. This item has now been re-scheduled for the BOAC meeting on October 8, 2008. After BOAC approval, there are still some administrative procedures to be done which will take another month to complete. It is anticipated that a new contract should be in place by November 2008 and the consultant should start service in January 2009.
- 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 now finalized, and the work on the LAX Part 161 will recommence. It is expected that LAWA will submit a Part 161 application to the FAA, to restrict non-conforming east departures from 2300 to 0630 at LAX, by December 2009.

Mr. Denny Schneider inquired if he can obtain a copy of the forecast fleet mix report. Mr. Roger Johnson stated that he will provide a copy to Mr. Schneider.

- Taxiway E and V Reconstruction – Mr. Holden stated that on September 15, 2008, maintenance and reconstruction work will commence on Taxiway E and V on the north airfield complex. This work will require night-time closure of runway 06R/24L for a duration of 60-day, which will cause deviation from Over-Ocean Operations during that period. As a portion of Rwy 24L will be closed during daytime hours as well, the heavy aircraft from the north terminals (approximately 15 aircraft a day) will be directed to the south runways for departures. Intersection departures on runway 24L at taxiway E-10 will be permitted for non-heavy aircraft during daytime hours.

Dorothy Harris stated that LAWA should be proactive by providing notification to the public as this construction work will change flight activity which may cause noise disturbance to residents.

Scott Tatro mentioned that LAWA staff has started discussion to create an email notification system to provide information to the public regarding changes in flight activity such as this taxiway reconstruction project.

Chad Molnar stated he will send out notice of this project to the residents in CD 11.

Steve May stated he will notify the FAA regional office to determine if a notice will be sent out to public.

Denny Schneider inquired if this project requires Environmental Impact Report (EIR). Scott Tatro replied that since the project is considered a maintenance item, EIR is not required. Roger Johnson stated that this work is exempt from CEQA, which was noted in the board report to BOAC when they approved the work.

## **6. Roundtable Member Discussion**

- Carl Jacobson inquired on the status of the new noise monitoring system. Scott Tatro replied that the system is scheduled to start the system acceptance testing (SAT) in October 2008. There are four remaining items to be finished prior to SAT which include noise monitor installations and processing of noise data, flight data, and PASSUR data.

The SAT is expected to take around 3 to 5 months to complete. Afterward, there will be a final system acceptance phase. The system is expected to go live by spring 2009.

John McTaggart inquired if there is any problem with the permitting process. Scott Tatro replied that most issues related to the permitting process have been resolved. Bob Holden added that there was a site that had issue with So Cal Edison, and as a work around, the site was converted to use solar power.

- Bob Holden handed out the Notice of Availability and advised the Roundtable that a public workshop will be held at the Van Nuys Fly Away facility on October 7, 2008 from 3 PM to 6 PM to review and comment on the Draft Environmental Impact Report (DEIR) for the VNY Noisier Aircraft Phaseout Project. This project will gradually phase out aircraft with noise level of 77 dBA or higher as listed in the FAA Advisory Circular 36. Aircraft that cannot meet this noise limit will most likely divert to five other airports in the region identified by the project consultant, including LAX. The public has until Monday, November 3, 2008 at 5:00 PM to provide comments on this DEIR.
- Ms. Yvonne Bedford inquired on how the work being done on Taxiway E and V affects the aircraft flight pattern. Scott Tatro replied that during the 60-day period at nighttime hours, LAX will be operating the same way as it is in the daytime hours where aircraft arrive from the east and take off to the west, known as Westerly Operations.
- Mike Cassidy was wondering if the early turns are being directed by FAA. Scott Tatro replied that there are many causes for early turns. For example, during over-ocean operations, if there is an aircraft arriving on RWY 06R on the north complex and another aircraft is taking off on the RWY 25R on the south complex, FAA will instruct the pilot of the aircraft on south to turn early to maintain aircraft separation requirements. There are still early turns resulted from 25R departures even though the revised RNAV procedures have been published. These are just some examples that cause early turn operations.
- Denny Schneider inquired on the status of the Bob Hope Airport Part 161 Study. Mr. Holden stated after the airport authority of Bob Hope Airport received the negative comments from the FAA on the Part 161 Study, the airport authority may consider not to pursue the proposed curfew through the Part 161 process but instead through the legislative route.
- Denny Schneider inquired about the status on the construction of the midfield taxiway. Mr. Roger Johnson stated that LAWA is preparing the Draft EIR for that project which will be available for review in 2 to 3 weeks.

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

- A member of the public suggested that the short turn arrivals into LAX should be reduced during light air-traffic condition. Mr. Scott Tatro replied that during light traffic condition, FAA will instruct pilots to maneuver the short turn approach for efficient use of airspace. Mr. Tatro advised that his suggestion is duly noted.

## **8. Adjournment**

The next meeting of the Roundtable will be convened at 7:00 p.m. on Wednesday evening, October 8, 2008 in the Samuel Greenberg Boardroom, LAX.

The meeting was adjourned at 8:50 p.m.