



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of October 8, 2008

Roundtable Members Present

John McTaggart, Chairman, Representing LA County Fourth District Supervisor Don Knabe
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
James O'Neill, City of El Segundo
John Dragone, Alternate, LAX Area Advisory Committee
Beverly Ackerson, PANIC
Tony DiBernardo, FAA ATC Tower
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 7:01 p.m. in the Samuel Greenberg Boardroom at LAX.

2. Introduction of New Roundtable Facilitator

Roger Johnson informed the Roundtable members that the contract for the new Roundtable Facilitator was presented to the Board of Airport Commissioners (BOAC) for approval on October 8, 2008. The BOAC did not approve the contract and deferred the item to the next meeting on October 20, 2008. Due to the economic conditions and the need for LAWA to cut costs, one of the airport commissioners suggested that each member of the Roundtable should help defray the costs of using an independent facilitator by making annual contributions to the Roundtable. Mr. Johnson indicated that the BOAC wants to obtain feedback from Roundtable on this suggestion by October 20, 2008. The amount of the contract for the facilitator at LAX Roundtable is \$68,000 annually for a three-year term.

Mr. Johnson also noted that he made a strong argument at the BOAC meeting on the importance of using an independent facilitator at the Roundtable to maintain positive relationships and unbiased standing among LAWA and the communities.

John McTaggart noted that community groups do not have the necessary funding to make contribution since all the individuals in the groups are volunteers.

Carl Jacobson noted that the City of El Segundo is reducing costs as well and would be difficult to make contribution to the Roundtable.

Gary Parsons indicated that the City of Hawthorne is also reducing costs. He would be agreeable to operate the Roundtable without an independent facilitator as a way to reduce costs.

Beverly Ackerson indicated that she preferred using an outside consultant instead of airport staff to serve as the facilitator for the Roundtable.

It was noted that budgets have been approved for this fiscal year for the majority of the governmental agencies and would be difficult to request additional funding at this time.

John McTaggart indicated that the Roundtable did not have an opportunity to participate in the selection process for the new facilitator. Therefore, he indicated that it is unfair for LAWA to request the Roundtable to pay for a firm that the Roundtable did not select.

Roger Johnson stated that the LAWA Evaluation Committee determined that Harris Miller Miller and Hanson Inc. (HMMH) is the most qualified firm to provide facilitator/consultant services to the Roundtable. In addition, HMMH has the technical staff to perform noise analyses to test the effectiveness of noise abatement procedures. With HMMH assistance, LAWA will be able to take the Roundtable to next level with respect to the level of service provided.

Chad Molnar suggested that the Roundtable should provide a written response to the BOAC and to also attend the BOAC meeting on Oct 20th to comment on this issue.

John McTaggart suggested that the Roundtable members may want to consider of having a discussion on this issue in a conference call without LAWA being present. Mr. McTaggart requested that the contact information of the Roundtable members to be distributed by LAWA. (This information was distributed to the Roundtable members the following day).

3. Discussion of Taxiway CC

Mr. Michael DiGirolamo provided a detailed explanation of why reopening taxiway CC is not possible and would not solve the issue of Runway 25L departures. He explained if taxiway CC is to be reopened, aircraft using CC to taxi to Rwy. 25R for departure would be required to wait for clearance from the LAX Tower prior to passing by the east end of 25L. In addition, aircraft would not be able to hold on CC because of aircraft arriving to 25L would have to fly over the holding airplane causing a potential safety hazard.

Mr. DiGirolamo indicated that taxiway CC was decommissioned after reconstruction of Rwy. 25L and the installation of the Category (CAT) III lighting system, with two rows of the lighting system installed on the taxiway. He also mentioned that he spoke with the FAA Flight Standards District Office (FSDO) on the possibility of relocating the CAT III lighting system or retracting the lighting system when it is not in use. The FSDO indicated that the lighting system consists of several rows of structures that are placed in a precise predetermined distance from one row to another and therefore would not possible to relocate a portion of the lighting system. It is also not possible to relocate the entire lighting system because of the space limitation of the airfield at LAX. The FAA FSDO also examined the feasibility of retracting the lighting system when it is not in use and determined that it is unfeasible because of the requirement of going through the process of recertifying and calibrating the lighting system every time it is raised and put back in service.

Mr. DiGirolamo indicated that aircraft operators on the south side of LAX are currently using taxiway F to travel to runway 25R for departures and that LAWA will continue to work with the FAA

to maximize the use of runway 25R for departures. He proposed to close out the work item on Taxiway CC as it is not a practical solution in reducing 25L departures at LAX.

Scott Tatro mentioned that the work item on taxiway CC is a sub-section of the LAX Preferential Runway Use Policy in the Roundtable Work Program and that closing out the taxiway CC item will not stop the work on the runway use policy.

Chad Molnar inquired if taxiway CC can be lowered so that aircraft operators would not need to obtain clearances from ATCs to travel to runway 25R for departures. Mr. Tony DiBernardo indicated that it is not possible to lower the pavement deep enough to accommodate the height of the aircraft.

4. Demonstration of WebTrak Internet Flight Tracking System

David Chan provided a demonstration on the new Internet flight track system, WebTrak, which will eventually replace the current system, AirportMonitor. Mr. Chan demonstrated the following features of the new system:

- The system can locate the address of the property.
- A feature called “static track” that shows the entire track of a particular aircraft.
- Complaints can be filed directly on the web site.
- The system provides weather information with 90 days of historical data.
- Noise levels information is displayed for each noise monitoring site at LAX.
- Noise contours can be placed on the map to use for determination of sound insulation eligibility.

Bob Holden demonstrated additional features of the system which include panning, zooming and scrolling of the map, and showing the radar coverage area. He then described two options in regards to the delayed time of receiving data to be presented in WebTrak. One option is to set the delayed time to 22 minutes in which WebTrak will present unprocessed raw data received directly from the FAA So Cal TRACON facility. These raw data contain some errors such as radar reflection, mislabeled flight identification, and other errors. The other option is set the delayed time to 2 hours which will allow the necessary time for the system to process those raw data to ensure data accuracy. Mr. Holden advised that LAWA would like the Roundtable to decide which option is most suitable. The Roundtable voted to have LAWA set the delayed time to 22 minutes acknowledging that the data may not be perfect.

Mr. Holden also pointed out that while the system is in replay mode, it has a time limitation of 30 minutes for continuous usage, and requires the user to affirm that more time is needed or the system will stop the replay.

5. Review/Discussion of Work Program

This item is deferred to the next meeting due to time constraints.

6. Roundtable Member Discussion

- Michael DiGirolamo stated that aircraft are the largest source of carbon emissions and one of the ways to reduce the emissions is to reduce the amount of time the aircraft need to wait on ground for takeoffs. This is part of the “Going Green Initiative” that LAX is participating.
- Tony DiBernardo added that FAA generally instructs air carriers with southbound destinations to use the south runways for departures and air carriers with northbound destinations to use

the north runways for departures, regardless of where the aircraft are parked. As part of the Going Green Initiative, the FAA is allowing air carriers to departure on the runways that are closest to where the aircraft are parked regardless of the destinations. This reduces the time the aircraft need to be on the ground which in turns would help reduce carbon emissions and operational delays.

- Tony DiBernardo advised that the FAA is also allowing some carriers to departure on runway 24R during the temporary closure of 24L due to the reconstruction of taxiways E and V on the north airfield complex.
- Michael DiGirolamo advised that Qantas will begin regular service with the A380 at LAX on October 20, 2008. He stated that because of the large size of the aircraft, it is difficult to maneuver the aircraft on ground at LAX.
- Michael DiGirolamo stated that the current daily operations level at LAX is comparable to the operations level after the attacks on 9/11. In October 2008, the daily operations number is 1650 which is at the same level as in October 2001. In November 2008, he expects the daily operations at LAX to decrease to 1400.

7. Comments from the Public

- No comments were made.

8. Adjournment

The next meeting of the Roundtable will be convened at 7:00 p.m. on Wednesday evening, November 12, 2008 in the Samuel Greenberg Boardroom, LAX.

The meeting was adjourned at 9:08 p.m.