



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of November 12, 2008

Roundtable Members Present

John McTaggart, Chairman, Representing LA County Fourth District Supervisor Don Knabe
Denny Schneider, Vice Chairman, Westchester /Playa Del Rey Neighborhood Council
Carl Jacobson, Councilman, City of El Segundo
Blake LaMar, Representing the City of Palos Verdes Estates
Mike Cassidy, Representing the City of Hermosa Beach
James O'Neill, City of El Segundo
Beverly Ackerson, PANIC
Yvonne Bedford, Alternate, Ladera Heights Civic Association
Steve May, FAA Western-Pacific Region District Office
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. Discussion of Roundtable Funding by the Membership and Status Update on the Roundtable Facilitator Contract

Bob Holden stated that the contract for the Roundtable Facilitator is back on the agenda for Board of Airport Commissioners (BOAC) approval on the November 17, 2008 BOAC meeting. The term of the contract has been amended from a full 3-year period to a 1-year period with two (2) one-year renewal options. If the BOAC approves this amended contract, it will provide additional time needed by the Roundtable membership officials to decide whether they can make contributions to help defray the costs of the facilitator. It will also allow LAWA to use the independent facilitator for a minimum of one year. After the initial one year term, the BOAC will make a decision as to renew or terminate the contract based on the feedback received from the Roundtable and other pertinent information.

Mr. Holden then inquired if the Roundtable members have any follow-up comments as to whether or not the membership officials will provide financial support to help defray the costs of using an independent facilitator at Roundtable meetings.

John McTaggart indicated that he has communicated with Don Knabe regarding this matter and both of them agreed that it is not appropriate for LAWA to request Roundtable members to pay a portion of the costs of the facilitator.

Denny Schneider indicated that it is fair to state that the Roundtable members should not be required to make contributions to help offset the costs of the facilitator.

James O'Neill stated that a conference call was conducted with six members of the Roundtable to discuss this matter. He stated that all members participated in the conference call agreed that they should not have to pay for the contract of the facilitator.

Mr. O'Neill also indicated he wrote a letter on behalf of the Roundtable to provide a formal response to the BOAC on this matter. The letter provides several reasons that the Roundtable members would not provide financial support to help offset the costs of the facilitator. The letter also urges the BOAC to examine the cost of the contract as it would seem high for the responsibilities of a facilitator.

A motion was made to accept the letter as written. The motion was seconded and passed.

Note: On November 17, 2008, the BOAC approved the facilitator contract with the condition that the total cost of the contract be reduced by 10%.

3. Review/Discussion of the Roundtable's Work Program

David Chan indicated that he has updated the Work Program to include accomplishments or progresses that were made in 2008. He led the review of each work item with the Roundtable members. The following is a summary of the work items discussed at the meeting.

Work Item - I A. Extended Downwind Approach

This item was updated to indicate that LAWA will continue monitoring extended downwind approach operations and provide statistical updates to the Roundtable.

Work Item – I B. Missed Approaches/Go-Arounds

This item was updated to indicate that LAWA will continue to monitor go-around operations and provide statistical updates to the Roundtable.

Work Item – I C. FAA Southern California Airspace Redesign Project

This item was updated to indicate that LAWA provided information update on the East Coast Airspace Redesign Project in March 2008.

Mr. Chan also provided an update on the West Coast Airspace Redesign Project. He stated that a recent article on the Airport Noise Report indicated that from 2009 to 2013, the FAA is planning to redesign the airspace on seven metropolitan areas, one of which includes Los Angeles. However, the article did not indicate that the funding for the project in the Los Angeles area was restored or not. Mr. Chan stated that he contacted Kathryn Higgins of the FAA regarding this matter and Ms. Higgins indicated that no order was issued to start the project and that the funding was not restored at this time.

Mr. Holden suggested that the Roundtable should write a letter to the FAA to request that the Airspace Redesign Project should be given priority to the Los Angeles area.

Mr. Denny Schneider inquired if a response was received from the FAA regarding the funding issue for the Airspace Redesign Project. Mr. Bob Holden replied that no response was received from the FAA on that matter.

Mr. Steve May requested that the Roundtable provide him a copy of the letter that was sent to FAA and he will check if a response was provided and report back to the Roundtable on the next meeting. A copy of the letter was provided to Mr. May on the following day.

It was decided that the Roundtable will wait for Mr. May's report on next meeting before writing another letter to the FAA.

Work Item – I D. Aircraft Arrivals Outside Regular Approach Paths

This item was updated to indicate that LAWA will continue to monitor short turn operations and provide statistical updates to the Roundtable.

Work Item – II A. East Departures between 12 am and 6:30 am during Over-Ocean Ops or West Ops

This item was updated to indicate that the fleet mix forecast report for the Part 161 Study was finalized on October 1, 2008 and that the work on the Part 161 Study will recommence. It is expected that LAWA will submit application to FAA by December 2009. It was also noted that LAWA will continue to monitor non-comforting east departures and provide statistical updates to the Roundtable.

Denny Schneider mentioned that he has previously requested to obtain a copy of the fleet mix forecast report and has not received it. Mr. Bob Holden stated that he will check with Roger Johnson on that request.

Work Item – II B. Early Turn of Aircraft Departing to the West

This item was updated to indicate that the FAA published revised RNAV procedures in December 2007 to help reduce early turns from runway 25R departures. It was also noted that LAWA will continue providing statistical updates of early turn operations to the Roundtable.

Work Item – II C. Turboprop Community Overflights

It was noted that the FAA developed a new RNAV procedure for turboprop aircraft called JEDDD in April 2008 to reroute turboprops further offshore from the PV Peninsula. The JEDDD procedure, however, will not reroute turboprops with destinations to ONT, PSP, and SNA. The procedure is currently in the testing phase which is expected to be completed by the end of 2008.

It was also noted that LAWA will continue to monitor turboprop operations and provide statistical updates to the Roundtable.

Michael DiGirolamo mentioned that American Eagle is replacing all turboprops with jets beginning in November 2008.

Work Item – II D. Improperly Flown LOOP Departures

This item was updated to indicate that LAWA will continue to provide statistical updates of loop departure operations to the Roundtable.

Work Item – II E. Easterly Departures from Northern Runways Turning North

No updates were available on this item.

Work Item – III A. Low Frequency Noise

No updates were available on this item.

Denny Schneider suggested that the Roundtable should request an updated presentation on low frequency noise (LFN) from Fidell & Associates. Bob Holden advised that HMMH also has the technical knowledge and can provide a presentation on LFN.

Work Item – III B. Ground Run-ups During Restricted Hours (2300 to 0600 hrs.)

It was noted that the original plan of the ground run-up monitoring unit was to provide real-time notification to airport operations staff so that they can halt the engine run-up instantly. However, after discussion was made with staff, LAWA determined that it was not necessary to provide real-time notification because staff is constantly inspecting the airfield for engine run-ups and other activities. Therefore, the monitoring unit will mainly be used to evaluate noise impact of engine run-up activity.

It was also noted that LAWA provided a presentation on the installation of a ground run-up monitor at the Fed Ex maintenance facility on the west side of LAX. The monitoring unit is expected to operational by early 2009.

Denny Schneider provided a diagram created by an environmental firm, CDM, showing a ground run-up enclosure (GRE) to be built at LAX as part of the Taxiway Crossfield Project. LAWA staff was not aware of the plans to build a GRE at LAX. Subsequent investigation by LAWA staff revealed that the future GRE site is at the west end of LAX off Pershing Drive.

Work Item – III C. Post-construction Runway Utilization

This item was updated to indicate that LAWA provided a presentation in September 2008 on the south runways utilization covering periods before and after the new center taxiway project was completed on June 21, 2008.

The update also indicated that in October 2008, LAWA provided a detailed explanation of why reopening Taxiway CC is not possible and would not solve the issue of runway 25L departures. Accordingly, LAWA proposed to discontinue the pursuit of reopening taxiway CC as it is not a practical solution for reducing 25L departures. LAWA will continue to work with the FAA to maximize the use of the Preferential Runway Use Procedure.

Representatives from City of El Segundo agreed with LAWA's suggestion to discontinue the pursuit of reopening taxiway CC with the understanding that LAWA will continue to work with the FAA to reduce 25L departures.

Work Item – IV A. Expand the LAX Noise Monitoring System

It was noted that there will be a total of 39 noise monitors at LAX with some monitors being placed further out from the airport for measurement of the 60 dB CNEL. As of October 2008, the system is 90% complete and LAWA expects the system to be fully operational by early 2009.

Work Item – IV B. Evaluate the 60 dB CNEL Noise Contour for Eligibility for Sound Insulation

It was noted that LAWA staff is participating in the Airport Cooperative Research Program (ACRP) to conduct study and survey of the various programs offered by airports in the U.S. to address noise issues outside of the 65 DNL/CNEL noise contour.

Work Item – IV C. Review Use of Single Event Noise Metrics

No updates were available for this item.

Work Item – V A. Briefing on the A380 Noise Impacts

Mr. Chan indicated that a lot of progress has been made on this item. In June 2008, a representative from Airbus provided a presentation on the noise impact of the A380 to the Roundtable. Then in August 2008, Roundtable members had the opportunity to experience the noise levels of the A380 while standing on the east end corner of runway 25L when the aircraft arrived at LAX.

In September 2008, LAWA staff provided noise levels comparison of A380, B747, and other aircraft. The results of the noise comparison are not considered to be conclusive as there were only a few A380 operations at the time. Therefore, LAWA will provide additional noise levels information on the A380 after regular service has commenced at LAX.

Beverly Ackerson requested that the number of passengers along with the gross weight of the aircraft to be included in the noise comparison analysis. Michael DiGirolamo stated that the airlines treat this information as proprietary and it is not readily available to LAWA.

Work Item – V B. Aircraft Noise Stringency Standards via the ICAO and CAEP Processes

This item is updated to state that LAWA staff is continuing to work closely with ACI-NA to influence the CAEP process and attempt to get additional noise stringency standards added to the CAEP Work Program.

Work Item – VI A. Establish Working Relationships with Other Roundtables

Mr. Chan indicated that he has contacted the SFO Roundtable Coordinator, Mr. David Carbone, to request his presence at the LAX Roundtable. Mr. Carbone said he is interested in attending the LAX Roundtable to discuss plans to establish working relationships between LAX and SFO Roundtables. Mr. Chan stated that once the new facilitator is on board, he will pass on the task to the facilitator to make the necessary arrangement for Mr. Carbone to attend the LAX Roundtable.

Work Item – VI B. LAX Specific Plan Amendment Study (SPAS)

No updates were available for this item.

Work Item – VI C. Briefings on Technical Advances Within the Industry

This item is updated to state that in January 2008, the Roundtable Facilitator provided information on retirement of B727 aircraft from UPS and Fed Ex. In March 2008, LAWA staff provided information on replacement of B747-200 with quieter A330 aircraft from Northwest Airlines.

Denny Schneider requested a briefing on the alternative fuel to be used by aircraft.

Work Item – VI D. Briefings on Relevant Legislative and Regulatory Actions by International, Federal and State Agencies

No updates were available on this item.

James O'Neill suggested that the dates of each last action item should be listed on the Work Program.

4. Status Reports

Update on FAR Part 161 Study at LAX

Bob Holden mentioned that LAWA staff had a meeting with the consultants of Harris Miller Miller and Hanson, Inc earlier on the same day to discuss plans on the Part 161 Study. The consultants indicated that more work is required on the fleet mix forecast report to obtain detailed information to be used on the Integrated Noise Model. Mr. Holden stated that the work on the Part 161 Study is currently underway.

Update on New Noise Monitoring System

Mr. Scott Tatro stated that LAWA staff along with manufacturer technicians and oversight consultants conducted the system acceptance testing (SAT) of the new noise monitoring system in October 2008. The SAT consists of checking and testing approximately 50 items which include various system software features, processes, and hardware components. Overall, the

results of the testing were favorable. There are still some issues with the flight track data that need to be corrected. The system is expected to be operational by early 2009.

5. Roundtable Member Discussion

- James O'Neill advised that he has reformatted the membership contact list with the names of the organizations listed first follow by the names of the representatives. The list has also been revised to include up-to-date contact information. Mr. O'Neill also mentioned the low participation with the Roundtable from other surrounding cities such as the City of Redondo Beach. He suggested the Roundtable to write a letter to encourage increase participation from other surrounding cities. No motion was made on this suggestion.
- David Chan mentioned that during last week of October 2008, there were significant delays of aircraft arriving to LAX due to the instrument landing system (ILS) on runway 24R was out of service along with the presence of fog in the early morning hours. In addition to the delays, some aircraft were diverted to ONT while some were shifted to the south runways for landing. The ILS was back in service on Thursday, October 30th. He pointed out that the ILS and the CAT III lighting system are critical components in ensuring safe aircraft operations at the airport.
- Denny Schneider mentioned that for the next Roundtable meeting, he would like to obtain a status report on the request of documentation from air carriers when they depart east during normal operations. He also wants a copy of the updated list of correspondences.
- John McTaggart mentioned that Gary Parsons' father is gravely ill and that is the reason he was not able to attend the meeting.

6. Comments from the Public

- A member of the public mentioned that some of the action items listed in the Work Program do not fall within the term "mitigation activities." John McTaggart replied that any actions taken on the work items are considered mitigation activities.

7. Adjournment

The Roundtable meeting was adjourned in honor of Gary Parsons' father. The next meeting of the Roundtable will be convened at 7:00 p.m. on Wednesday evening, January 14, 2009 in the Samuel Greenberg Boardroom, LAX.

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