



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of January 14, 2009

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
Gary Parsons, Councilman, City of Hawthorne
Blake LaMar, Representing the City of Palos Verdes Estates
Mike Cassidy, Representing the City of Hermosa Beach
Danna Cope, 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
Michael DiGirolamo, LAWA
Scott Tatro, LAWA
Bob Holden, LAWA
David Chan, LAWA
Eugene Reindel, Roundtable Facilitator

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. Introduction of New Roundtable Facilitator

Bob Holden introduced the new Roundtable Facilitator, Mr. Eugene M. Reindel "Gene" from the consulting firm of Harris Miller Miller & Hanson Inc. (HMMH). Mr. Holden also stated that upon Board of Airport Commissioners' approval of the contract, LAWA provided HMMH the notice to proceed on December 22, 2008.

Mr. Reindel provided a brief autobiography that included a 19-year career in aviation noise which began with the Boeing Company in 1990. Mr. Reindel received a Master's of Engineering degree in Acoustics from the Pennsylvania State University and has been with HMMH since 1997 when his career shifted from source noise to airport/community noise. He also has nearly nine years of experience in the facilitation of airport/community roundtables. Mr. Reindel stated how excited he is to be facilitating the LAX/Community Noise Roundtable and he looks forward to assisting the Roundtable members with solutions to their noise concerns with aircraft operations at LAX.

The Roundtable members welcomed Mr. Reindel.

3. **Appointment/Confirmation of At-Large Members for a Two-Year Term**

Chairman McTaggart notified the members that applications had been received from four community groups to fill the three “at-large” seats allowed by the Roundtable By-Laws. Based on discussion that all members believe the four nominees have all contributed to the Roundtable, Mr. Jacobson suggested the Roundtable to implement alternating appointments with the two nominees in close proximity to each other. Ms. Harris, as one of the community representatives, expressed that alternating appointments seems disjointed and she recommended that all four nominees to be appointed as at-large members of the Roundtable. After further discussion, Chairman McTaggart recommended that the Roundtable consider temporarily appointing all four community groups until the by-laws can be changed to allow more than three community groups.

Member Cassidy made the motion to appoint the three incumbent members to the Roundtable at this time and then appoint the fourth community representative after the Roundtable’s by-laws are changed to allow more than three at-large members.

The motion was seconded and passed with one member, Mr. Jacobson opposed.

After the appointment of the three incumbent community members, the Roundtable began discussion of how many groups to be allowed. Mostly due to the fact that some elected officials do not regularly attend the meetings and public comments have been extremely valuable to the Roundtable, the discussion led to allowing an unlimited number of groups to sit at the Roundtable. Discussion then moved to determining what makes a community group “legitimate.” “Legitimate” was not exactly defined in the process, but members concurred that the groups must have some formality to them and have formal structure including by-laws in order to have legitimate status and be considered for an at-large seat at the Roundtable.

Member Parsons moved to remove the limitation on the number of seats at the LAX/Community Roundtable for legitimate organizations or community groups and the Roundtable shall grant such seats by majority vote.

Member Cassidy seconded the motion and it was approved through majority vote with only Member Jacobson opposed.

4. **Government Accountability Office Interview**

Ms. Heather May from the United States Government Accountability Office (GAO) attended the Roundtable meeting to identify opportunities to overcome challenges with environmental actions as directed by Congress as a result of a recent update of the 2000 survey, which showed noise is the environmental issue of most concern. The survey was conducted as a question and answer session with the GAO asking the questions.

GAO: How does LAWA communicate environmental issues to the community? How often do you communicate with the Airport?

Roundtable:

The frequency of communication varies with each member; some members may communicate with the Airport several times per week.

LAWA utilizes a website that is active 24/7 with information on flight tracks that the members can access to help educate the public and respond to complaints. LAWA follows up with complaints very well.

One of the issues before the Roundtable is the late night departures taking off to the east during “over ocean operations.” LAWA brought in the Chief Pilots of the top five airlines committing these east departures to inform and educate them of the noise problems they are causing. As a

result, Northwest Airlines changed the aircraft operating at LAX to be able to take off over the ocean at night.

The Roundtable used to have an ATA representative attending the meetings. This representation is greatly missed.

Another issue is the use of outboard runways for departures. The Roundtable feels more can be done to reduce the number of departures on the outboard runways. This is an FAA issue and the tower does not always adhere to this policy.

GAO: What type of information is shared at the Roundtable?

Roundtable:

- FAA/flight tracks and understanding of operations
- Roundtable maintains a work program which consists of a list of noise issues to be addressed.
- Roundtable sends letters out to various entities, but do not always get responses. Roundtable would like GAO assistance in getting responses. Also, the 65 CNEL criteria needs to be changed to address where people are affected, but not impacted.
- LAWA reached out and provided education in acoustics, LAX operations, and noise updates. LAWA also brought in a representative from Boeing to provide information on the quiet design of aircraft, and other representatives to discuss various subjects.
- LAWA sponsors for Roundtable members to attend the UC Davis Airport Noise and Air Quality Symposium.

GAO: In your opinion, is the airport's decision making transparent? Do you know how they use your input?

Roundtable:

LAWA advises the Roundtable exactly what it does with the feedback. LAWA addresses feedback and conducts detailed studies.

With regards to the results of Environmental Impact Report, LAWA sometimes provides "comment noted" and does not always respond to the issues raised in the comments.

Another member noted that EIRs are prepared by consultants and it is their job to wave it off.

It is also noted that in a report of 17 pages, the public can expect a near perfect report; with 1700 pages, it is not unreasonable to find some errors; with 17,000 pages (like the latest EIR from LAWA)... LAWA, as the lead agency for an EIR, needs to monitor the work of the consultants.

GAO: At what stage in the process does LAWA get community input?

Roundtable:

LAWA obtains community input at all stages in the process of a project. It does a good job to get community input.

With EIRs, LAWA could incorporate a more participatory process. Three cities, the County and a community group reached a settlement agreement as a result of the EIR process. Answers will only be provided if you ask the right question of the right staff member. It can take some persistence to determine the question(s) to ask and who to go to with the question(s).

GAO: What has resulted from the Roundtable?

Roundtable:

- Flight track change for Runway 25R departures
- Cooperation vs. adversarial
- LAWA listens

GAO: Have there been measurable outcomes?

Roundtable:

- 25R flight track change. GAO asked if the change removed people from impact. Roundtable was not sure.
- Successful in getting aircraft moved off shore
- Moved helicopter route from residential to industrial
- “Loop” departure was codified and implemented – being flown now
- Part 161 was initiated
- Altitude change on arrival procedure during east operations
- Altitude change over peninsula
- Willingness of LAWA/FAA to make people comfortable with their “want to help” attitude
- Aircraft turning sooner on arrival to avoid Monterey Park, which is about 20 miles out from LAX. FAA has been working this issue for some time.
- Cannot say if outcome is due to Roundtable, but people are listening and short turn approaches into the airport have gone from twice a week to twice a month.

GAO: Overall, characterize your relationship with LAWA.

Roundtable:

- Much improved
- Have not felt hostile in years
- A seat at the table helps
- Take a look at the list of letters, most of which have been regularly sent to Mr. William Withycombe (FAA Western-Pacific Region)
- Primary purpose is to educate constituents. Understanding problems and technical limitations help with this.

GAO: Do you think EPA, FAA, Government, Airport could do more?

Roundtable:

- Allow nighttime curfews
- All of the above can and should do more
- ANCA needs to be revisited
- Host city should have more say on how runways are used at LAX. Currently, with the preferential runway use program, the FAA determines the runway assignments for departures and arrivals.
- Need a modification to allow noise to be balanced with safety and efficiency at the FAA. Recently the FAA stated “Noise is not an FAA job – it is safety and efficiency” in relation to an issue at Hawthorn Airport.
- Problem at LAX is that pilot requests for a particular runway are granted. Pilot should have to provide a reason and fill out paperwork for violating the preferential runway use program.
- LAWA/EI Segundo is working on a training DVD.
- Roundtable only deals with noise, but there are other environmental issues to resolve at LAX.
- Need to get information to the airplane “load” staff.
- The funding for the Southern California Airspace Redesign disappeared and the Roundtable wants it reinstated as there are many noise issues that will be solved through airspace redesign. An inquiry was made to the GAO if it can help reinstate the funding. GAO representative did not comment.

- For years FAA told everyone where the flight was; now everyone understands correctly where it is.
- Consistent application of FAA procedures. Roundtable believes that the implementation of the procedures is dependent on FAA staff since the Roundtable notices differences by shift.
- Roundtable wants the FAA/TRACON to visit problem areas. This request was made of the TRACON in relation to the Monterey Park complaints. The TRACON visited Monterey Park and could not believe the amount of noise in the area. First hand experience helped solve problems.
- Need topography accounted for in the determination of noise
- FAA should consider single-event noise metrics; CNEL vs SENEL. The CNEL noise metric is inadequate.
- FAA considers safety in terms of the aircraft including people and goods on the aircraft; they need to consider the safety (of which noise is an element) for the people on the ground.

GAO: Report due out in late summer. Ms. May left business cards for further comments.

4. Review/Approval of Documents

Work Program: Mr. Chan stated the Roundtable reviewed the work program item-by-item at the last meeting and he is providing the changes made to the work program since the last meeting in order to approve the work program, which is a “living document” and will change with progress. Dates on activity are included with each program element, otherwise basically the same as presented in the last meeting.

Discussion: Member Cope requested more time to review. Mr. Chan noted that he provided the work program one week prior to this meeting.

Motion: Chairman McTaggart requested a motion to approve the work program. Vice Chair Schneider so moved, Member Cassidy seconded the motion and the work program was unanimously approved.

Note: A finalized copy will be distributed to the Roundtable members via email.

Correspondence Log: This log was prepared by Mr. Gilfillan and was updated by David Chan.

Discussion: None

Motion: Member Jacobson moved to approve the correspondence log with the condition that the log will be updated on a regular basis. The motion was seconded and the correspondence log was unanimously approved.

6. Roundtable Member Discussion

- An inquiry was made on the Part 161 Study. Mr. Holden stated that LAWA has obtained the updated fleet mix forecast, but it is not adequate for noise modeling as the forecast is for the “design day” whereas noise modeling requires the “annual-average day.” Ricondo and HMMH are working to determine the fleet mix forecast for the annual-average day. Once this is determined, the noise modeling will commence. LAWA expects the application to be submitted to the FAA by the end of the year with public outreach resuming in the third or fourth quarter of 2009.
- Mr. Holden informed the members that the “Traffic Flow and Runway Use” handout provided at the meeting is the first insert for the LAX Noise Management Program brochure. He informed the members to please insert the handout into their brochures. The insert and the brochure are not available online.

- The members wanted LAWA staff to know that having another meeting at the same time as the Roundtable is a problem. The TBIT EA scoping meeting was held tonight and members had to choose which meeting to attend. Member Schneider prepared a letter to LAWA and requested the Roundtable approve to send the letter. It was proposed to possibly add exact dates within the letter for examples of meetings being scheduled at the same time as the Roundtable, but in the mindset to get the letter out sooner, there was a motion to approve the letter, a second and the letter was unanimously approved.
- If the airspace redesign remains important to the Roundtable, Mr. Chan suggested the Roundtable write a letter to the FAA requesting to move LAX to the number one position for beginning the airspace redesign study and also request funding be reinstated for the Southern California Airspace Redesign project. Mr. May from the FAA stated that the Air Traffic Office (ATO) is working to allocate funds for the first phase of the redesign project, which includes the scoping of the project and the existing operations assessment. There was a motion to send the letter to DOT, copy the FAA and also include Mr. Withycombe as an addressee. The motion was tabled as the Roundtable requires such a letter to be written before moving to approve.
- LAWA is preparing a Board item for the February 9, 2009 meeting that will request support for a Roundtable member to attend the UC Davis Airport Noise and Air Quality Symposium, which is being held in Palm Springs from March 1 to March 4, 2009. Member Schneider nominated Member Parsons to attend this event and made a motion to send Mr. Parsons if funded by LAWA. The motion was seconded and unanimously approved.
- Mr. Chan provided a update on the JEDDD procedure which reroutes turboprops approximately 2 miles offshore from Palos Verdes Peninsula. The procedure has yet to go live; the FAA is working with Sky West without a specific time frame for implementation.
- Mr. May distributed FAA info cards (double sided color approx. 4" by 6") with information on "Moving America Safely" and "Fly Smarter with FAA".
- Member Jacobson requests a discussion on preferential runway use at an upcoming Roundtable meeting.

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, February 11, 2009 in the Samuel Greenberg Boardroom, LAX.

The meeting was adjourned at 8:55 p.m.