



## LAX/COMMUNITY NOISE ROUNDTABLE

### Recap of the Regular Meeting of February 11, 2009

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#### **Roundtable Members Present**

John McTaggart, Chairman, Representing LA County Fourth District Supervisor Don Knabe  
Denny Schneider, Vice Chairman, Westchester Neighbors Association  
Carl Jacobson, Councilman, City of El Segundo  
Gary Parsons, Councilman, City of Hawthorne  
Blake LaMar, Representing the City of Palos Verdes Estates  
John Dragone, LAX Area Advisory Committee  
Beverly Ackerson, PANIC  
Dorothy Harris, Ladera Heights Civic Association  
Alan Guttman, United Homeowners Association  
Steve May, FAA Western-Pacific Regional Office  
Tony DiBernardo, FAA LAX Tower  
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 7:04 p.m. in the Samuel Greenberg Boardroom at LAX.

#### **2. Approval of Amended Roundtable By-Laws**

Mr. David Chan described the changes to the by-laws requested by the Roundtable at the January Meeting to allow for an unlimited number of "legitimate" At-Large members. Paragraph 5 of Article III now reads:

***"The Chair of the Roundtable may designate at-large representatives from recognized legitimate community groups or organizations. The community groups or organizations shall have a formal structure including by-laws, membership and regular meetings to be considered for at-large seats on the Roundtable. These at-large members shall be confirmed by a majority vote of the Roundtable, and will be voting members of the Roundtable. At-large members shall serve a term of two (2) years. They may be re-appointed by the Chair subject to confirmation by a majority vote of the Roundtable."***

The remainder of the by-laws remained unchanged.

Discussion: Member Parsons commented that he likes the changes. Member Jacobson stated that he still objects to the changes for the same reasons as stated at the January Meeting.

Motion: Member Parsons moved that the amended by-laws as presented [documented above] be approved. Member Schneider seconded the motion. The motion was so approved with a single opposing vote from Member Jacobson.

Chairman McTaggart led a discussion regarding the need for more active participation by the several cities in the South Bay and by the new County Supervisor for the 2<sup>nd</sup> District, Mark Ridley-Thomas. He requested letters be prepared and sent to City Council members of the cities and Supervisor Ridley–Thomas to try to get them to actively participate in the activities of the Roundtable. Mr. McTaggart also requested the recap of the January Meeting be included with the letters to show that the Roundtable remains active and effective. To strengthen the invitation to come to the Roundtable, the letters should include a request to the cities to actually “assign” a person to represent them on the Roundtable.

### **3. Presentation of Airbus A380 Noise Comparison Analysis**

Mr. David Chan presented a more conclusive noise analysis than the previous presentation as more noise data are available for the operations of the A380 at LAX. In summary, the noise levels from the A380 and Boeing 747 operations, as measured at the numerous noise monitoring locations in the LAX environs, showed that the A380 is quieter than the Boeing 747 aircraft. These results compare well with the certificated data contained in FAA Advisory Circular (AC) 36.

Note: The presentation has been posted on the Roundtable’s webpage on LAWA’s website.

### **4. Discussion on LAX Preferential Runway Use Procedures**

Mr. David Chan presented a summary of runway use analysis for the most recent 13-month period. The analysis indicated that there are construction projects on the airfield that require runway closures which may affect the runway use assignment during daytime and nighttime hours.

Discussion:

Member Schneider inquired how much capacity does the airport lose if the outboard runways are used exclusively for landings and the inboard runways are used exclusively for take offs. Mr. Tony DiBernardo advised that LAX Tower Chief, Sherry Avery wants all arrivals on the outboard runways and all departures on the inboard runways, and there may be changes coming to move in that direction. However, runway incursions are a major focus at the FAA right now and the newly built center taxiway does help to improve safety by reducing these incursions. Crossing of runways is required no matter how LAX is operated, including the manner that Ms. Avery wishes. And any crossing of active runways does increase the chances of incursions. So there is a balance of runway “sterilization” and safety. [Runway “sterilization” is the use of a runway for a single use, being arrivals or departures in a certain traffic flow.]

Mr. DiBernardo also mentioned that air traffic controllers are primarily focusing on serving their customers—which in this case, are the pilots. He stated that the controllers sometime lose sight of the neighbors and that it is time to re-train the controllers to pay attention to the communities’ needs.

Mr. DiBernardo also responded to an email sent to LAWA staff from Mr. Dick Croxall, El Segundo resident, regarding the excessive use of runway 25L for departures. He stated that the controllers’ decisions to assign which runways for departures or arrivals are based on several factors such as safety, operational requirements, and efficiency, with safety being the most important factor.

Mr. Croxall, from the audience, suggested that when possible, aircraft should be assigned to the inboard runways for departures.

## **5. Status Update on LAX Variance**

Mr. Scott Tatro expected to report more progress, but the fact is that the variance process with the State is ongoing. Mr. Mike Stevens, as this body knows, has requested a hearing and LAWA, along with CalTrans, the Cities of El Segundo and Inglewood and LA County, are trying to avoid such a hearing as it is quite costly and time consuming for all involved. Mr. Tatro stated that a resolution appears near, but has not concluded at this time.

Discussion: None.

## **6. Roundtable Member Discussion**

- Member Blake Lamar asked for an update on the JEDDD departure procedure. Mr. Chan responded that it has not gone live yet based on the last time he spoke with the FAA. The FAA did not provide a specific timeframe as to when the JEDDD would be completed.
- Mr. Holden announced that the BOAC approved the travel request for Gary Parsons to attend the UC Davis Airport Noise and Air Quality Symposium in March as a representative to the LAX Roundtable and the LAX AAC. Mr. Parsons was also invited by the Symposium Committee to moderate a luncheon roundtable discussion on "Community Outreach." The BOAC also approved travel for a representative of the Van Nuys CAC.
- Mr. Reindel stated that the FAA Reauthorization Bill was discussed by the House Aviation Subcommittee earlier in the day in Washington. Therefore, progress is being made on a bill that for the past many months has not been addressed as the FAA has been operating under continuing resolution.

An inquiry was made as to whether or not funding for the Airspace Redesign Project was included in the FAA Reauthorization Bill. The funding was not included in this bill.

- Member Parsons acknowledged and praised Mr. Holden for a recent presentation he made on the LAX Roundtable, Hawthorne noise mitigation measures, and the Part 161 Study at the Hawthorne City Council meeting on January 27th.
- Member Schneider inquired on the status on the Part 161. Mr. Holden replied that Ricondo and HMMH are continuing 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.
- Mr. Schneider also inquired on the status of the Noise Monitoring System. Mr. Tatro replied that he expects the system to be up and running by June 2009.
- Chairman McTaggart requested a report on the recent BOAC meeting that was attended by a few members of the Roundtable. Member Schneider mentioned briefly that the BOAC approved all items on the agenda, which included a \$34 million settlement payment for United Airlines and the approval of the Crossfield Taxiway Project at LAX.

## **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, March 11, 2009 in the Samuel Greenberg Boardroom, LAX.

The meeting was adjourned at 8:27 p.m.