



## **LAX/COMMUNITY NOISE ROUNDTABLE**

### Recap of the Regular Meeting of April 8, 2009

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#### **Roundtable Members Present**

John McTaggart, Chairman, Representing LA County Fourth District Supervisor Don Knabe  
Carl Jacobson, Councilman, City of El Segundo  
Blake LaMar, Representing the City of Palos Verdes Estates  
Beverly Ackerson, PANIC  
Yvonne Bedford, Alternate, Ladera Heights Civic Association  
Alan Guttman, United Homeowners Association  
Steve May, FAA Western-Pacific Regional Office  
Tony DiBernardo, FAA LAX Air Traffic Control Tower  
Michael DiGirolamo, LAWA  
Scott Tatro, LAWA  
Bob Holden, LAWA  
Kathryn Pantoja, LAWA  
David Chan, LAWA  
Ted Baldwin, Acting Roundtable Facilitator

#### **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. Aircraft In-Flight Procedures at LAX**

LAWA Noise Management Section staff member David Chan made a PowerPoint presentation entitled "Statistical Update on Aircraft In-Flight Procedures." The presentation addressed operations that did not conform with desired procedures, including annual occurrences in 2000 – 2009, monthly occurrences in March 2008 – February 2009, comparisons of the occurrences to total related operations, and other information that was relevant to specific operations, such as occurrences by time of day, flight track plots, altitudes, etc. The seven categories of operations and major areas of Roundtable discussion are summarized below:

- **Extended Downwind Approach** – This procedure relates to monitoring arriving aircraft on the north downwind leg that extends to the east over the Monterey Park's boundary. Discussion of this item was combined with the following item.
- **Short Turn Arrivals** – This procedure relates to jet arrivals on the north downwind leg that turns to base leg and final prior to reaching the Harbor Freeway. Major Roundtable questions and responses included:
  - *Why are short turn arrivals increasing since late 2008?* Because traffic is down, there often is more time and space between arrivals, so there are more opportunities to turn aircraft on north downwinds early, to safely fit in ahead of the arrivals from the east.

- *Do the short turns affect more or fewer people?* The short turns fly over different areas than normal turns and extended downwinds, so they affect different areas. The population densities are approximately the same in both areas. Because the short turns fly a shorter route, they probably affect fewer people than normal arrivals and extended downwinds.
- *Are more aircraft making north downwinds to the south runways?* Probably yes, because traffic is down overall and more arrivals to south terminal gates are able to use the north downwind to land on the southern runways. This is environmentally positive, because it shortens taxiing distances from the runway to the gates.
- **Go-Arounds** – This procedure relates to pilot aborting the landing operation because of traffic on the runway or that the aircraft was at a high altitude. The pilot would then fly the aircraft back around to reattempt the landing. In some instances, these operations do not maintain runway headings which cause overflights over the communities. Major Roundtable questions and responses included:
  - *Why do go-arounds occur?* Usually because a prior arrival has not cleared the runway in time. LAWA and the FAA have worked hard and effectively to essentially eliminate go-arounds related to ground vehicles on the runways.
  - *Are go-arounds planned or performed at FAA air traffic controller request?* Go-around operations are unplanned and may be initiated either by the pilots or the controllers depending on the situations.
  - *How do the pilots know where to go?* The Tower gives them instructions. There are well-defined missed approach procedures.
  - *Do go-arounds follow the same procedures as regular departures?* No, the preference for no turns prior to the shoreline does not hold for go-arounds; the Tower may tell a pilot to turn early to maintain safe separation from normal departures. Noise abatement procedures are always secondary to safety.
- **Non-Conforming East Departures, Midnight to 6:30 A.M.** – This procedure relates to LAX departures to the east when westerly departures are preferred; the east departures usually occur because pilots of heavy aircraft determine that a west departure would have a tail wind that was too high for safe operation. Major Roundtable questions and responses included:
  - *Do airlines ever consider reducing weight to permit them to depart to the west?* Airlines are focused on carrying as much cargo and as many passengers as possible. Restricting aircraft weights to permit west departures is a subject for the LAX Part 161 study.
- **Early turns** – This procedure relates to westerly departures that turn to the north or south prior to reaching the shoreline. Major Roundtable questions and responses included:
  - *Why have the numbers of early turns declined rapidly over the past few years?* Mr. DiGirolamo stated that the major reason is hard work by Noise Management staff working with the Tower and chief pilots to educate pilots. Recently, lower traffic levels have reduced the frequency of traffic conflicts that occasionally require the Tower to instruct pilots to turn early to avoid aircraft offshore.
  - *Why are there more early turns to the south than to the north?* The south runways are set further back than the north runways, so aircraft have more space to turn before the shore.

- *What effect do RNAV procedures have on early turns?* As more aircraft are RNAV equipped, wind-drift related early turns will be reduced.
- **Missed LAX Loop Departures** – This procedure relates to westerly departures that are instructed to turn back to the east to overfly the LAX VOR at or above 10,000 ft. MSL (i.e., directly over the airport) but that overfly communities south of the airport. Major Roundtable questions and responses included:
  - *Can we see flight paths and altitudes of non-conforming operations?* Yes.
  - *Why does non-conformance go down in the summer?* This is probably because aircraft climb faster in colder months, so some aircraft pass through the airspace controlled by the Southern California TRACON and into the airspace controlled by Los Angeles Center sooner. The Center airspace has larger aircraft separation requirements, so the Center controllers may instruct pilots to follow non-conforming headings to maintain safe separation from other aircraft. This situation occurs less frequently in warm months when aircraft climb slower.
- **Palos Verdes Peninsula Turboprop Overflights** – This procedure relates to westerly turboprop departures that turn south and overfly the peninsula, rather than staying offshore. Major Roundtable questions and responses included:
  - *Why have residents observed more overflights northbound over the peninsula recently?* These are departures out of San Diego or Orange County that are at high altitudes when overflying the peninsula.

### 3. Overview of Part 36 Aircraft Noise Certification Stages

Acting Roundtable Facilitator Ted Baldwin made a PowerPoint presentation on FAA aircraft noise certification under Federal Aviation Regulation (FAR) Part 36. He summarized the manner in which the standards vary according to aircraft “design” criteria. He provided a timeline on the evolution of Part 36 to explain the ambiguous meaning of various “stage classifications” (e.g., “Stage 1,” “Stage 2,” “Stage 3,” and “Stage 4”) and to demonstrate why care must be taken in considering and using the various Stage references, when applied to different aircraft types. The Roundtable showed a high level of understanding of these matters and did very well on an impromptu “quiz” on the topic.

### 4. Status Report on the Noise Monitoring System

LAWA Noise Management Section staff member Kathryn Pantoja provided an update on the status of the monitoring system (“ANOMS”) installation. She reported the 30-day reliability test is underway at Ontario and will start soon at LAX and Van Nuys. The Ontario test is going very well so far, with only a few minor issues that the Lochard staff have been able to address quickly.

After reliability testing LAWA will make an application to the Caltrans Division of Aeronautics for approval of the system under the “Title 21” airport noise monitoring standards.

Roundtable questions focused on the status of noise monitoring site installations. Ms. Pantoja reported that there are only a small number of sites with open installation issues. Three LAX sites and five Ontario sites are waiting for completion of utility installations. Roundtable members offered to assist in completing LAX installation arrangements. LAWA staff thanked the members for the offer, but noted that appropriate communications and processes were underway.

There are only two sites where installation locations have to be selected: One in the City of South Gate east of LAX and one near Ontario. A site had been selected in South Gate on Metropolitan

Water District property; District management subsequently decided that they did not want more infrastructure on the property.

Roundtable members requested that LAWA provide a map of the noise monitoring locations and complemented Noise Management staff for their “true grit” in pursuing the difficult issues related to site selection, permitting, and installation.

**5. Roundtable Member Discussion**

Member Yvonne Bedford asked about the status of the north runway area taxiway repairs. Member Carl Jacobson answered that the repairs were completed near the end of 2008.

**6. Comments from the Public**

There were no comments from the public.

**7. Adjournment**

The next meeting of the Roundtable will be convened at 7:00 p.m. on Wednesday, May 13, 2009 in the Samuel Greenberg Boardroom at LAX.

The meeting was adjourned at 9:07p.m.