LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of May 13, 2009

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
Edgar Saenz, Representing Congresswoman Maxine Waters
Christine Dixon, Representing Councilman Bernard C. Parks
Blake LaMar, Representing the City of Palos Verdes Estates
Beverly Ackerson, PANIC/City of Rancho Palos Verdes
Alan Guttman, United Homeowners Association
Yvonne Bedford, Alternate, Ladera Heights Civic Association
Steve May, FAA Western-Pacific Regional Office
Tony DiBernardo, FAA LAX Air Traffic Control Tower
Michael DiGirolamo, LAWA
Scott Tatro, LAWA
David Chan, LAWA
Gene Reindel, Roundtable Facilitator

1. **Call to order**
   Roundtable Chairman John McTaggart called the meeting to order at 7:02 p.m. in the Samuel Greenberg Boardroom at LAX.

2. **Presentation on Geared Turbo Fan Engine Technology**
   Pratt & Whitney, A United Technologies Company based in New Hartford, Connecticut has developed a new type of aircraft engine. Mr. Peter Lee provided information on this new technology in a PowerPoint presentation along with two short videos. The first video introduced the gear that allows the fan to rotate at a slower speed than the rest of the components inside the turbine. The second video was an advertisement prepared by Pratt & Whitney to showcase this state-of-the-art technology.

   This new technology is production ready for the "regional jet" class of aircraft with 90 to 120 seats and is design ready for the "narrow body" class of aircraft such as the Boeing 737 and Airbus A320. Due to the larger fan size required to run at slower speeds to produce the required thrust, the technology is currently not intended for the larger "wide body" class of aircraft such as the Boeing 777 and Airbus A380.

   Although the on-airplane noise test results are not yet available, Pratt & Whitney expects this new engine to reduce the size of the noise footprint from a single aircraft departure by 70% and to be 15 to 20 dB below current international Stage 4 noise limits. This reduction is on the same order of magnitude as was achieved by the introduction of the "high bypass" jet engine, which enabled the Stage 3 and Stage 4 regulations.

In addition to reduced noise, Pratt & Whitney expects reduction in emissions with a 50% reduction in oxides of nitrogen (NOx), a 12% to 15% reduction in fuel burn and carbon dioxide (CO2), and a reduction in operating costs to the airlines.

Due to the larger fan size and larger nacelle diameter required for the same thrust as existing (non-geared) engines, retrofitting this new technology on existing aircraft is not expected. Aircraft are designed to account for the engine size. Therefore, it is nearly impossible for these larger engines to be installed on existing aircraft. Also worth noting is that noise from the thrust reverser of the new engine is not expected to be lower since no new technology is being implemented on that particular component.

The Roundtable members inquired about low-frequency noise with this new technology. Since the fan on the new engines will rotate slower, they asked if this would result in an increase in low-frequency noise content compared to the existing high bypass engines. Mr. Lee did not know the answer to this question, but offered to get back to the Roundtable. Mr. Lee anticipated that the noise test results would be available in a month or two and he would provide information to the Roundtable at that time.

In summary, the geared turbo fan is expected to:

- **Reduce noise footprint by 70%**
- **Be below Stage 4 requirements by 20 dB**
- **Reduce NOx by 50%**
- **Reduce fuel burn and CO2 up to 15%**
- **Lower airline operating costs**
- **Power narrow body and regional jets only**

3. Statistical Update on LAX Runway Utilization

Mr. David Chan provided an update on the runway utilization at LAX. It was noted that runway use is mostly affected by runway closure activity. Prior to July 2008, there were a significant amount of runway closures related to the construction of the new center taxiway. Also during the period from Sept to Dec 2008, runways on the north and south complexes were partially closed for the installation of runway status lights and reconstruction of Taxiways E and V. These closures caused the FAA and aircraft operators to deviate from the Preferential Runway Use Procedures. In more recent months from January to April of 2009, the number of runway closures has stabilized, thereby resulting in more aircraft operating in accordance with the runway use procedures. The presentation also compared cargo carrier operations on the south complex. It indicated that for the most part cargo operators are generally departing more on 25R. Factors that cause cargo carriers to depart on 25L include, but are not limited to, runway closures and maintaining safe operations by minimizing the number of aircraft crossing active runways.

4. Report on China/U.S. Aviation Summit

Mr. Gene Reindel provided a brief summary of his recent trip to Beijing, China to attend the China/U.S. Aviation Summit. A total of 280 people attended the conference including 70 from China. Representatives from China were mostly from the Civil Aviation Administration China (CAAC) and their Air Traffic Management Bureau (ATMB), which are equivalent to the FAA in the U.S.

Mr. Reindel reported that China expects to build about 100 new airports within the next five years in order to progress to its goal of having an airport within a 90-minute drive of every Chinese citizen. The issues most important to China are:

- The environment, particularly noise and air quality
- "Green" airports
- Safety, particularly airspace and airport planning
- NextGen

China has its own version of NextGen and they expect to leap frog the U.S. with implementing the new technologies as China does not have the existing infrastructure of hundreds of operating airports.

5. Roundtable Member Discussion

Vice Chairman Denny Schneider mentioned several United Airlines landings on the north side and asked why. Mr. DiBernardo responded that it really depends on where they are coming from. For example, the flights from northern California, e.g., Oakland and Sacramento, come in over Santa Monica and rather than crossing the north complex to land on the south runways, they are routed to stay on the north approach to land, and then taxi to the south complex.

Mr. Michael DiGirolamo offered that he has been made aware that the A380 is departing from the north complex. He surmised that 24L is being requested by the pilots because it is easier to get to from the gate. The A380 can obviously takeoff on the shorter runway. Mr. Tony DiBernardo added that he believes Qantas is reacting to the other station managers and their issues in regards to the coordination required on the south complex to accommodate the movement of the A380. Due to the spacing of the north complex, the FAA can simultaneously use Taxiway E and Runway 24L unless there is an A380 on both. The complex allows for a Boeing 747 and an A380 at the same time on Taxiway E and Runway 24L. It appears the use of the north complex is becoming the standard operating procedure for Qantas' A380.

Mr. Schneider asked about A380 arrivals. Mr. DiBernardo responded that it depends on where the flight crosses the coastline; if they cross to the north they land on the north complex to avoid crossing traffic to land on the south complex and if they cross the coast to the south (Seal Beach area) then they land on the south complex. This is not related to ground movement of the A380.

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, June 10, 2009 in the Samuel Greenberg Boardroom at LAX.

The meeting was adjourned at 8:38 p.m.