Specific Plan Amendment Study
South Airfield Improvement Project
Community Outreach Meeting

Los Angeles World Airports
July 26, 2006
Agenda

• Community Outreach
• Project Purpose
• Aircraft Operations
• Aircraft Noise
• Runway Construction
• Project Mitigation
• Contact Information
Community Outreach

Tonight is the first in a series of three meetings regarding the SAIP

First Meeting – Prior to Runway Closure July 06
  Construction Schedule, Mitigation Measures, Noise Monitoring programs

Second Meeting – During Runway Closure July 06 – March 07
  Updated Construction Schedule, Comments on Mitigation Measures effectiveness, Updated Noise Monitoring programs

Third Meeting – After reopening of Runway 25L
  Comments on Mitigation Measures, Updated Noise Monitoring results
Project Purpose

Safety - eliminate or reduce the number of runway incursions

Air Quality – Reduce the aircraft idle and taxi time

South Airfield project is not to accommodate new large aircraft (A380). The A380 could operate on the south side without the project.
Roles and Responsibilities

• Federal Aviation Administration
  – Control of aircraft on the ground and in the air
    • Aircraft on ramps, taxiways and runways
    • Aircraft departure and arrival procedures (routes and altitudes) as well as enroute procedures

• LAWA
  – Maintenance of airport facilities (landside and airside)
    • Parking, terminals, leaseholds
    • Runways, taxiways, etc.
  – Airport Planning
  – Airport Facilities Development
LAX Airport Operations

• Normal Procedures
  – Westerly Operations (6:30 a.m. to Midnight)
    • Aircraft depart and arrive to the west
  – Over Ocean Operations (Midnight to 6:30 a.m.)
    • Aircraft arrive to the east from over the ocean and depart to the west over the ocean

• Atypical Procedures
  – Easterly Operations
    • Aircraft depart and arrive to the east
  – Go-Arounds
Normal Aircraft Operations-Primary Uses

Departures

Arrivals
Westerly Operations
April 27, 2006
(6:30 a.m. to Midnight)

Purple Tracks – Arrivals
Blue Tracks - Departures
Over Ocean Operations 12:00 a.m. - 6:00 a.m.
Over Ocean Operations

April 27, 2006
(Midnight to 6:30 a.m.)

Purple Tracks – Arrivals
Blue Tracks - Departures
Operations During Runway 25L Closure

- Closure: 25L
Go-Arounds

- Go-arounds or missed approaches occur when an aircraft cannot land and has to go back around and try again
- Causes or reasons for a go-around/missed approach is case specific
  - Pilot initiated (too high or fast)
  - FAA initiated (previous arrival, etc)
- Aircraft usually maintain runway heading until vectored (turned to a specified heading) by the FAA controller to make a U-turn to re-enter the arrival route
April 3, 2006 – 6 Missed Approaches/Go Arounds

Runway 24R
1 Missed Approach (Pilot initiated)
2 Go Arounds (Controller initiated)

Runway 25L
3 Missed Approaches (Pilot initiated)
March 17, 2006 9:28 p.m.

Missed Approach Runway 24R
NWA B747 – Pilot initiated due to Aircraft Equipment (gear) problem. Turn north due to previous departure on 24L.

Go Around Runway 25L
United B757 – Controller initiated (previous arrival lost radio contact crossing between runways). Turn south due to previous departure on 24L.

Purple Tracks – Arrivals
Blue Tracks - Departures
Agenda

• Community Outreach
• Project Purpose
• Aircraft Operations
• Aircraft Noise
• Runway Construction
• Project Mitigation
• Contact Information
Questions?
Noise Monitoring

- **Normal Procedures**
  - Westerly Operations (6:30 a.m. to Midnight)
    - Aircraft depart and arrive to the west
  - Over Ocean Operations (Midnight to 6:30 a.m.)
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- **Atypical Procedures**
  - Easterly Operations
    - Aircraft depart and arrive to the east
  - Go-Arounds
Basics of Sound

• **Sound** – minute vibrations that can be sensed by the human ear through air or water

• **Noise** – ”unwanted” sound that disturbs our activities and/or quiet time

• **Decibel (dB)** – logarithmic unit of measure for sound (addition of sounds: 70 dB + 70 dB = 73 dB)
Basics of Sound

• **Intensity** – a measure of acoustic energy of sound vibrations (Volume)
  – A 10 dB increase is a doubling of acoustic energy/volume

• **Frequency** – number of times per second the air vibrates (Pitch)
  – Lower frequency sounds go through walls and windows causing rattling
  – Higher frequency sounds usually stopped by walls and double paned/sound insulation type windows
<table>
<thead>
<tr>
<th>Change in Level, dB</th>
<th>Subjective Reaction</th>
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<tbody>
<tr>
<td>1</td>
<td>Imperceptible (except for tones)</td>
</tr>
<tr>
<td>3</td>
<td>Just barely noticeable</td>
</tr>
<tr>
<td>6</td>
<td>Clearly noticeable</td>
</tr>
<tr>
<td>10</td>
<td>About twice (or half) as loud</td>
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</table>
# Examples of Sound Levels

<table>
<thead>
<tr>
<th>Noise Source</th>
<th>Sound Level</th>
<th>Subjective Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amplified Rock &amp; Roll</td>
<td>120 dB</td>
<td>Deafening</td>
</tr>
<tr>
<td>Jet Takeoff @ 200 ft</td>
<td>100 dB</td>
<td>Very Loud</td>
</tr>
<tr>
<td>Busy Urban Street</td>
<td>80 dB</td>
<td>Loud</td>
</tr>
<tr>
<td>Freeway Traffic @ 50 ft</td>
<td>60 dB</td>
<td>Moderate</td>
</tr>
<tr>
<td>Conversation @ 6 ft</td>
<td>40 dB</td>
<td>Faint</td>
</tr>
<tr>
<td>Typical Office Interior</td>
<td>20 dB</td>
<td>Very Faint</td>
</tr>
<tr>
<td>Soft Radio Music</td>
<td>0 dB</td>
<td></td>
</tr>
<tr>
<td>Residential Interior</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whisper @ 6 ft</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Human Breathing</td>
<td></td>
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</tbody>
</table>
Noise Metrics

- Community Noise Equivalent Level (CNEL)
  - 24 Hour Weighted Average
  - Weighting for Evening (x3) and Night (x10) where noise is perceived to be louder
Daily CNEL – ES3

Aircraft HNL and CNEL Noise Levels

Hour of Day
Daily CNEL – IN3

Aircraft HNL and CNEL Noise Levels

Hour of Day

HNL

CNE L
Noise Monitoring

- LAX currently has 25 permanent noise monitors positioned around LAX collecting data 24 hrs per day, 365 days per year

- Noise Monitoring System correlates FAA radar flight track operation information to measured noise levels to determine aircraft noise

- Measured aircraft noise levels are used to adjust the Integrated Noise Model (INM) contours to depict the Annual Average 65 dB CNEL noise contour
Existing Noise Monitoring Site
4Q1992 vs. 4Q2005 65CNE
Questions?
South Airfield Improvement Project
Construction

Jake Adams, P.E.
LAWA Program Manager
# SAIP Overall Project Schedule

## 2006

- **January**
  - Contract Award

## 2007

- **February**
  - Notice-to-Proceed

- **March**
  - Runway 25L Closure
  - Construction of Runway 25L

- **April**
  - CAT II/III ILS

## 2008

- **May**
  - Construction of Center Taxiway
Phase 1 – Test Strip
Phase 1 – Utility Installations
Phase 1 – Temporary Taxiway
Package 1 – Phase/Schedule

RUNWAY 25L CONSTRUCTION TIMELINE
Package 2 – Phasing/Schedule
Basis for Development of SAIP MMRP

- Settlement Agreement
- LAX Master Plan MMRP
- SAIP Project-Level Tiered Environmental Impact Report
- Other Mitigation Measures identified for SAIP Construction
  - Included as mandatory requirements in the construction contract.
  - Failure to meet requirements carry financial penalties (fines)
Specific Project Mitigation Measures

• The SAIP MMRP focuses on:
  – Air Quality
  – Construction Noise
  – Construction Traffic
Air Quality Measures

- Vehicle idling rules
Air Quality Measures

- Proper maintenance of construction equipment
- Cleaner Burning Diesel Fuel – ULSD
- Diesel Emission Reduction – Where feasible, use of available BACT devices, for diesel equipment
- Replace older equipment
Air Quality Measures – BACT Devises
Air Quality Measures – New Equipment
Air Quality Measures

• Fugitive Dust Control Plan – complies with AQMD Rule 403
  – Soil Stabilizers
  – Designated Stockpile locations and dust controls
  – 15 mph speed limit on unpaved areas
  – Proper maintenance of haul and delivery routes
  – Street Sweeping and Vacuuming
  – Watering
Air Quality – Fugitive Dust
Air Quality – Public Input

7800 WORLD WAY WEST
Runway 25L Relocation & Center Taxiway Improvements
IF YOU SEE DUST COMING FROM
THIS PROJECT CALL:
Joshua Logan or David Saliba
at 310 491-3100
If you do not receive a response, Please call
The AQMD 1-800-CUT-SMOG
Construction Noise Measures

• Mandatory Construction Noise Control Plan (CNCP)
  – Schedule noisiest construction activities outside noise sensitive times. (9pm-7am Weekdays; before 8am and after 9pm on Sat; anytime on Sundays or Holidays)
Construction Noise – Pavement Breaker
Construction Noise – Hoe Ram
Construction Noise Measures

• Mandatory Construction Noise Control Plan (CNCP)
  
  – Locate staging areas and batch plant away from noise sensitive areas
Construction Noise Measures

- Mandatory Construction Noise Control Plan (CNCP)

  - Monitoring construction noise levels at various locations in the City of El Segundo
Construction Noise – Sensitive Areas
Construction Noise Measures

- Mandatory Construction Noise Control Plan (CNCP)
  - Violations of the CNCP will subject the Contractor to corrective measures and penalty fines
    - Equipment Mufflers
    - Enclosures/Barriers
    - Rectify or replace noisy equipments
    - Penalty fine of $1,000 per day per occurrence
Construction Traffic Measures

• Mandatory Construction Traffic Management Plan.
• Additional Signage and Striping prior to construction
• Restrict Construction Delivery Times (avoid peak traffic periods of 7am-9am and 4:30pm-6:30pm)
• Construction employee shifts scheduled to avoid peak traffic periods.
• Construction employee parking offsite and shuttles to jobsite
Construction Traffic – Shuttle Bus
Construction Traffic – Haul Routes

• Defined Haul Routes
Contact Information for Public Comments

- **Dust Complaints** – (310) 491-3100
  - Active

- **Construction Noise** – (866) 758-LAWA(5292)
  - Will be activated on 7/28/06

- **Aircraft Noise** - 310-646-9410 or 310-646-6473
  - Active

- **Construction Traffic** – (310) 417-2311
  - Active

- **Website** – [www.LAWA.org](http://www.LAWA.org)
  - Click on “LAX” then
  - Click on “SAIP Construction” on left side of page
  - Site will be activated on 7/28/06
Questions?
Airport Noise Standards

- California Code of Regulations, Title 21, Subchapter 6
  - Noise Problem Airport
  - Standard metric for reporting: CNEL
  - Noise Impact Boundary: 65 dB CNEL noise contour
  - Noise Impact Area: Incompatible land uses within Noise Impact Boundary
  - Requires noise monitoring and submittal of quarterly reports
  - Variance requirements
State Noise Variance

- Noise Problem airport required to apply for a Title 21 Variance to continue operating
- Process administered by State of California
  - Negotiation
  - Public Hearing
    - Legal procedure before Administrative Law Judge
    - Public represented by Intervenors
  - Maximum term of Variance is 3 years
State Noise Variance

Current LAX Variance:

• Stipulated Variance issued June 21, 2005

• LAWA agreed to the following:
  – Report on progress of mitigation programs
  – Continue all existing noise abatement policies
  – Additional reports, including runway usage
  – Reports of enforcement actions related to maintenance curfew
  – Providing additional information re: A380 when available
## Glossary

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<th>Description</th>
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<tr>
<td>SPAS</td>
<td>Specific Plan Amendment Study</td>
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<tr>
<td>SAIP</td>
<td>South Airfield Improvement Program</td>
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<tr>
<td>MMRP</td>
<td>Mitigation Monitoring and Reporting Program</td>
</tr>
<tr>
<td>(CNCP)</td>
<td>Mandatory Construction Noise Control Plan</td>
</tr>
<tr>
<td>CNEL</td>
<td>Community Noise Equivalent Level</td>
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Existing Conditions
Alternative D