



## **LAX/COMMUNITY NOISE ROUNDTABLE**

### Recap of the Regular Meeting of May 12, 2010

---

#### **Roundtable Members Present**

Denny Schneider, Chairman, Westchester Neighbors Association  
Carl Jacobson, Vice Chairman, Councilman, City of El Segundo  
Blake LaMar, Representing the City of Palos Verdes Estates  
Domingo Orosco, Representing Councilman Bernard Parks  
Chad Molnar, Representing Councilman Bill Rosendahl  
Beverly Ackerson, PANIC/City of Rancho Palos Verdes  
Dennis McLean, Alternate, City of Rancho Palos Verdes  
Danna Cope, LAX Area Advisory Committee  
Yvonne Bedford, Alternate, Ladera Heights Civic Association  
Joann Williams, United Homeowners Association  
Perry Clausen, Southwest Airlines (via phone)  
Sheree Weber and Paul Cassel, Federal Express  
Rolan Morel, FAA LAX Air Traffic Control Tower  
Michael Feldman, LAWA  
Kathryn Pantoja, LAWA  
David Chan, LAWA  
Gene Reindel, Roundtable Facilitator

#### **1. Call to order**

Roundtable Chairman Denny Schneider called the meeting to order at 7:02 p.m. in the Samuel Greenberg Boardroom at LAX.

Chairman Schneider thanked some members, who have been absent in recent months, for participating at this meeting to discuss important aircraft noise issues in regards to LAX operations. He also recognized that Southwest Airlines and Federal Express were in attendance at the meeting and noted the importance of having their input for applicable solutions to the noise issues that the Roundtable continues to address.

#### **2. Report on UC Davis Aviation Noise & Air Quality Symposium – To be rescheduled**

Chairman Schneider recommended this item to be rescheduled as LAXAAC Member John Dragone was not present to provide the report. He also asked Mr. Chan to inform the Roundtable membership when the Symposium information is available on the UC Davis website. (Note: the posting of the conference materials has been delayed because all of the materials were lost and are now being recompiled by the conference coordinator.)

### 3. Briefing on Interim Taxiway Safety Improvement Project

Mr. Michael Feldman, LAWA Deputy Executive Director of Facilities Management Group, presented information on the Interim Taxiway Safety Improvement Project, which consists of reconfiguring taxiways on the north complex to enhance safety.

LAWA is currently in the process of initiating the environmental review process (CEQA and NEPA) for this project and expects to complete this process by January 2011. Construction is expected to start in February 2011 and to be completed in January 2013 as this project will have to be integrated with other airfield projects. Runway closures on the north airfield will occur during the project construction and may affect adjacent communities if aircraft operations are temporarily shifted to the south airfield runways.

Mr. Perry Clausen stated that Southwest Airlines is not in favor of this project as it will cause delays with its operations. Mr. Feldman responded that according to LAWA's analysis, the reconfigured taxiways will add about a minute to each Southwest arrival operation.

Member Blake LaMar asked where incursions have occurred on the north airfield. Mr. Morel from the LAX Tower responded that incursions mostly occurred around Taxiway AA (the west end of the north complex). Mr. Morel added that the FAA is more concerned about midfield incursions because those could result in collisions whereas incursions near the end of the runway are less susceptible because the departing aircraft is airborne at that point.

Member Lamar then asked how many aircraft can be on the taxiway at any point in time. Mr. Feldman responded that one aircraft is allowed on each taxiway at a time.

Member Danna Cope asked if Taxiway W could be modified to allow aircraft to exit 06L during Easterly Operations. Mr. Feldman responded that due to the low usage of Taxiway W and for cost-saving purposes, Taxiway W will be removed upon completion of the project. (Note: LAWA subsequently decided not to decommission Taxiway W after receiving comments from the FAA and the ALPA.) The project already includes a reconfigured taxiway to allow aircraft to exit the runway during easterly operations. Member Cope indicated that residents prefer Westchester Parkway not be used for trucking purposes during construction of the project.

### 4. Approval of Proposed Changes to the Roundtable Work Program

Mr. David Chan stated that at the previous meeting, the members reviewed the entire work program but didn't have the chance to take formal actions on the proposed changes because of the time constraint. He briefly reviewed the proposed changes for the members to approve or disapprove.

Mr. Chan recommended the members consider closing Work Item I C. Post Construction Runway Utilization as it is related to the closures of the south runways for construction of the center taxiway and is also related to Taxiway CC. He indicated that LAWA provided statistics on runway utilization on several occasions and a detailed explanation of why taxiway CC can not be reinstated. He suggested opening a new Work Item I C. Departures on Runway 25L, which will specifically focus on the noise issue that affects El Segundo. Member Lamar moved to accept the changes as proposed, and Vice Chairman Carl Jacobson seconded the motion. The Roundtable approved the motion by unanimous vote.

Mr. Chan recommended the Roundtable consider closing Work Item IV A. Expand the LAX Noise Monitoring System as LAWA has received a certification letter from Caltrans accepting its Noise Monitoring Plan, which includes the new noise monitoring system. Member Cope moved to close

the item as proposed, Member LaMar seconded the motion, and the Roundtable approved the motion by unanimous vote.

Mr. Chan recommended the Roundtable consider closing Work Item V A. Briefing on the A380 Noise Impacts. He indicated that a lot of work has been done on this item. For instance, an Airbus representative provided a presentation on the A380 in June 2008. Then in August 2008 the members experienced the noise of the A380 in person while standing near 25L. In September 2008, LAWA provided a detailed noise analysis comparing the A380 and the B747, and the results indicated that the A380 was slightly quieter than the B747. Vice Chairman Jacobson moved to close the item as proposed, and Member LaMar seconded the motion.

Member Beverly Ackerson expressed interest in additional information on the A380 including the number of passengers on board the aircraft, weight of the aircraft, and analysis involving the noise effect of terrain. Mr. Chan indicated that with his previous noise analysis, he has provided information on the number of passengers and the gross weight of the aircraft. Chairman Schneider recommended that LAWA summarize the analysis results again at the next Roundtable, after which the members will vote whether to close this work item.

**Action item:** At the July 2010 Roundtable Meeting, LAWA is to summarize the results of the A380 noise analysis and prior briefings for the Roundtable.

Chairman Schneider also requested a presentation from Boeing on the new B787 aircraft, which he expected to be in service around the end of 2010.

## 5. Statistical Updates on Aircraft Operating Procedures

The following is a summary of the discussions on aircraft operating procedures.

### Runway 25L Departures

Mr. Dick Croxall from El Segundo asked why there seems to be a preponderance of departures from Runway 25L between midnight and 6:30 a.m. Mr. Chan responded that runway closures appear to be correlated to the increased Runway 25L departures as the chart indicates these hours also had the highest level of closure activity. Mr. Morel (FAA) added that the FAA will use inboard runways for arrivals and departures during nighttime hours unless they are unavailable. Mr. Croxall claimed that FedEx uses Runway 25L exclusively.

Chairman Schneider asked if LAWA can provide report comparing the departures on Runway 25L during days with runway closures and days with no runway closures.

Chairman Schneider recommended LAWA work with the FAA to improve the use of the inboard runways from the hours of 10:00 p.m. to 7:00 a.m. He asked if a letter to the BOAC was needed to accomplish this goal. The members decided that a letter is not needed at this time.

**Action item:** LAWA to work with FAA to improve the use of the inboard runways during the nighttime hours (10:00 p.m. to 7:00 a.m.) and report the progress to the Roundtable.

### Early Turns

Chairman Schneider asked Mr. Chan how many early turns occur from the outboard runway on the north complex. Mr. Chan reported that he doesn't have the number readily available but he believes most of the aircraft flying through the north early turn gate are from the inboard runway.

Member Lamar asked if it was possible that some of the early turns on the south are caused by wind drift. Member Lamar added that pilots do not make correction to counter the effects of wind drift and thereby the aircraft will drift to the south and penetrate the early turn gates. Kathryn

Pantoja responded that LAWA has identified some early turns that are caused by wind drift. Member Lamar then inquired whether it might make sense to get better adherence on the intended outcome of the no early turn program by encouraging pilots to make wind correction.

Mr. Clausen commented that there is no incentive for Southwest to turn early and the only times its pilots turn early is to provide the required aircraft separation. Mr. Morel stated that FAA ATC only initiates early turns to obtain required separation for safety and efficiency.

Member Cope asked how LAWA distinguishes early turns that are caused by wind drift from those initiated by the pilots. Ms. Pantoja explained that LAWA staff looks at wind speed, wind direction, and the flight track of the early turn operation. The early turn caused by wind is subtle whereas the early turn initiated by the pilot is more noticeable. Staff also listens to the ATC radio communications to determine if ATC instructed the pilot to turn early. Taking all this information into consideration, staff can easily identify the cause of the early turn. Ms. Pantoja added that wake turbulence is also a major cause for pilots to execute offsets or turn southward for avoidance.

Member Molnar asked if LAWA provides quarterly reports on these early turns. Ms. Pantoja responded that such reports are provided on a monthly basis.

Mr. Molnar commented that he often sees Skywest on the list of early turns in those reports. Mr. Chan indicated that Skywest has recently switched its fleet mix from turboprops to regional jets which may help reduce early turn operations. Member Ackerson indicated she learned that Skywest is supposed to get new equipment that will allow it to fly the new area navigation (RNAV) procedure that could help alleviate overflights over the Peninsula.

#### Palos Verdes overflights

Member Ackerson indicated that the jets are now flying over the Peninsula whereas before they have not. Mr. Chan responded that there is no agreement in place with the FAA to prevent all aircraft from flying over the Peninsula. Mr. Chan added that when jet aircraft departing from LAX reach 11,000 ft, the FAA has the option to direct them to the SLI VOR, which in turns causes them to fly over the southern portion of the Peninsula. This procedure has been in place for a long time. Chairman Schneider commented that this discussion warrants further action and requested further discussion offline to proceed with this item.

## **6. Aviation Noise News Update**

The following is a summary of the news update that Mr. Reindel provided to the Roundtable.

#### FAA Reauthorization

The House passed its version of the Reauthorization Bill in 2009. The Senate passed its version in March 2010. A House-Senate Conference Committee is required to work out the differences between the two versions of the bill. The Senate version included a short one-month extension to continue funding the FAA in the interim, which seems to indicate that a "compromised bill" is expected soon. Mr. Reindel indicated that he will provide more information on the FAA Reauthorization as it becomes available.

#### Committee on Aviation Environmental Protection (CAEP)

At the 8<sup>th</sup> meeting of the Committee on Aviation Environmental Protection (CAEP), which was held in February 2010, members authorized the evaluation of possible new noise stringency options for discussion at their 9<sup>th</sup> meeting in 2013. This work is expected to begin in June 2010 and will not include a Stage 3 phase out, but could result in a 3 dB to 12 dB reduction from current Stage 4

standards. However, emissions issues are still a higher priority for CAEP, and passage of a new standard at that meeting is unlikely.

#### Partnership for Air Transportation Noise and Emissions Reduction (PARTNER) and Airport Cooperative Research Program (ACRP)

Mr. Reindel provided a brief status report on the various studies and research that PARTNER and ACRP are currently conducting or have completed. He stated that if the Roundtable is interested in preparing a problem statement for ACRP, the next submissions are due around the first of the year (2011). Chairman Schneider advised Mr. Reindel to provide some recommendations for the members to consider. He also requested that the published reports be provided to the Roundtable in the form of links on the Roundtable website.

**Action item:** Mr. Reindel to provide research suggestions for the Roundtable to consider.

#### FAA Environmental Policy and Noise Roadmap

The FAA is in the process of revising its Environmental Policy and considered noise to be the primary environmental concern that can undermine efforts to increase airport capacity and efficiency.

The FAA recently completed three workshops to help prepare a noise research roadmap with the goal to “identity actionable hypotheses for additional research.” Attendees at the third workshop sent a clear message to the FAA indicating that noise outside of 65 dB DNL is a major issue and that there are serious policy implications for changing the land use compatibility threshold to 60 dB DNL.

### **6. Roundtable Member Discussion**

Member Cope stated that she was informed that LAX experienced a 5% increase in operations, but is unsure of the timeframe of the suggested increase. She wondered if LAWA can provide a projection report on the number of operations. She indicated that it is related to the LAX Specific Plan Amendment Study (SPAS). Ms. Pantoja indicated that staff from the Noise Management Office do not prepare projection reports and certainly would not want to produce reports that contradict those specifically prepared for the SPAS. Statistics on the number of operations at LAX are available online at [http://www.lawa.aero/welcome\\_lax.aspx?id=798](http://www.lawa.aero/welcome_lax.aspx?id=798).

Member Joanne Williams asked for the phone number to the noise complaint line and for a LAWA staff name to direct community questions. Ms. Pantoja provided the phone number for the LAX noise complaint hotline, which is (310) 64 NOISE or (310) 646-6473 and offered Ms. Williams to call her with any questions she may have. Chairman Schneider added that there is a noise complaint form on the LAWA [Noise Management web page](#).

### **7. Comments from the Public**

No comments from the public received.

### **8. Adjournment**

The next meeting of the Roundtable will be convened at 7:00 p.m. on Wednesday, July 14, 2010 in the Samuel Greenberg Boardroom at LAX.

After thanking Federal Express and Southwest Airlines for participating in the meeting, Chairman Schneider adjourned the May meeting of the Roundtable at 9:03 p.m.