



LAX/COMMUNITY NOISE ROUNDTABLE

REGULAR MEETING: WEDNESDAY, SEPTEMBER 11, 2002 LAWA ADMINISTRATION BUILDING LOS ANGELES, CA

Meeting convened at 7:00 p.m.

Roundtable Members Present:

John McTaggart, Chairman, Mayor, City of Rancho Palos Verdes
Fred Mackenbach, Councilman, City of Palos Verdes Estates
J. R. Reviczky, Councilman, City of Hermosa Beach
Mike Cassidy, Vice Chairman, Representing Hermosa Beach Councilman Sam Edgerton
Amy Ho, City of Monterey Park
Roy Hefner, LAX Area Advisory Committee
Denny Schneider, Westchester/Playa Del Rey Neighborhood Council
Beverly Ackerson, PANIC
Mark Tellier, FAA
Roger Johnson, LAWA
Walt Gillfillan, Roundtable Facilitator

INTRODUCTION

Chairman McTaggart led the Roundtable in a moment of silence in remembrance of the brave people who lost their lives in the attacks on the United States on September 11, 2001.

Chairman McTaggart thanked the representatives of the airlines in attendance and established the ground rules regarding the discussions with these representatives.

CONSIDERATION/APPROVAL OF MAY 8, 2002 AND JULY 10, 2002 MEETING MINUTES

Roy Hefner commented on the May 8th meeting minutes regarding votes of the Roundtable suggested that the vote tally should be listed for every vote and not for some votes. It was moved, seconded and unanimously approved that the May 8, 2002 meeting minutes are approved as written.

Roy Hefner commented on the July 10th meeting minutes stating that Danna Cope's name was misspelled, and that in the Public Comment Section the reference to the August 24th date for the LAX Area Advisory Committee should be changed to August 8th. It was moved, seconded and unanimously approved that the July 10, 2002 meeting minutes are approved as corrected.

DISCUSSION OF EAST DEPARTURES DURING LAX OVER-OCEAN OPERATIONS WITH AIRLINES REPRESENTATIVES

Prior to the discussion with the airlines Bob Holden of LAWA gave a brief presentation on LAX flight patterns, Over-Ocean Operations (OOO) and the issue of east departures. The Roundtable's consultant Walt Gillfillan then made a brief presentation on LAWA's data regarding the frequency of east departures.

Northwest Airlines

Chairman McTaggart introduced Capt. Greg Baden, Director of Flying – Honolulu/Pacific Operations for Northwest Airlines. Capt. Baden stated that when he heard about the problem he investigated the flights that had done east departures and reported about the actions Northwest Airlines has taken to solve the problem. One east departure was a B747 freighter, and the rest were Flight 936 to Detroit on A320's. These A320 east departures occurred during the months of October through February, which has them arriving during winter weather in Detroit and requires the aircraft carry maximum fuel reserves. With respect the B747 freighter, which was fully loaded, the pilot decided to make an east departure after the wind shifted so the decision was made to avoid taking off with a tail wind. The crew of that flight was contacted and counseled about complying with LAX's OOO procedure. Capt. Baden also stated that since April of this year Northwest Airlines has substituted the B757 for the A320 for the Detroit flights. Capt. Baden has requested that he be emailed immediately if any of their aircraft perform an east departure during OOO so he can investigate and report back to LAWA and the Roundtable. He also shared with the Roundtable some posters and educational materials regarding complying with OOO that are posted in their LAX flight planning facility for the pilots and first officers.

Capt. Baden responded to a question from Mike Cassidy regarding removing cargo from an aircraft in the event of a wind shift that would make taking off with a tail wind and therefore necessitates an east departure. He stated that it is possible but that it would involve going back to the gate and disrupt service possibly causing passengers to miss connecting flights. He also stated that they wait until the last 30 minutes before departure to maximize the amount of cargo on board based on the actual environmental conditions at the time.

One Roundtable member inquired as to whether it is Northwest policy to never knowingly leave the gate when an east departure would be required. Capt. Baden stated that he is unaware of any such policy and that other departments make those decisions.

Qantas Airways

Capt. David Oliver, the General Manager Flight Technical for Qantas Airways spoke for his airline. He stated that his analysis of Qantas' 16 east departures, which were all in B744's, indicated that the maximum tailwind component that they can accept at maximum takeoff weight is 4 knots. He further stated that it is more beneficial for Qantas

to take off to the west due to the 14 or 15 hour length of the flights to Australia thus shortening flight time and saving critical fuel. He also stated that his company is very sensitive to local communities noise issues, and that they fly to London, which has very stringent noise rules, as does their home base in Sydney. All of their crews are briefed to fly using the aircraft's noise abatement departure settings.

Chairman McTaggart inquired as to if a schedule change to an earlier hour would help to eliminate the east departures. Capt. Oliver stated that it would, but the problem is that Sydney Airport has a curfew, and they would have to negotiate a new slot due to Sydney being a very busy airport. Capt. Oliver stated that the Sydney curfew is from 1:00 a.m. until 6:00 a.m. with a limited number of arrivals allowed between 5 to 6 a.m.

Councilman Mackenbach inquired what Qantas will do to mitigate the east departure problem. Capt. Oliver stated they are doing everything they can, and that in order to reach Australia they can't do anything but take off with maximum fuel load and takeoff weight. He further stated that Qantas has a 99% compliance rate with OOO, and that the safety of the flight is the primary factor in making the decision to take off to the east.

Roger Johnson of LAWA mentioned the disproportionate number of complaints received from these operations. LAWA's dilemma is that the airlines look at the small number of operations and ask why is it a problem; and the community looks at the small number of operations and asks why can't you stop this. While you've only had 10 operations in 18 months it's an incredibly egregious noise violation. He also stated LAWA is now pursuing a policy of making compliance mandatory with a formal curfew if the airlines don't voluntarily comply with OOO.

Roundtable Consultant Walt Gillfillan inquired into the 4-knot tailwind policy for the stage length and as to whether the aircraft's fuel tanks are full and at maximum takeoff weight. Capt. Oliver replied that the fuel tanks are full and taking payload off is a problem because they don't carry a lot of freight. Gillfillan then inquired as to how much cargo/passengers would have to be removed to change the 4-knot policy. Capt. Oliver stated that it would be in the order of 7 tons, which is a significant payload penalty.

Mike Cassidy inquired into the minimum runway length needed for a B747 to lift off, and if an uphill slope makes a difference. Capt. Oliver stated that it varies with the temperature and wind, but it is about 3500 meters (11,480 ft.). An uphill slope only makes a difference if the take off is obstacle limited, which helps, and then the uphill slope makes no difference.

A question was asked from the audience about taking off with less fuel and diverting to Hawaii or Midway Island and taking on fuel. Capt. Oliver stated that it is theoretically possible, but it is a business decision because they run into problems with the cost of fuel, landing fees, negotiating new landing slots at Sydney and additional crew costs.

Korean Airlines

Ms. Phoebe Kim, a Dispatcher from Korean Airlines in Dallas represented the airlines. She stated she researched the 8 flights involved in the east departures, but she does not have the technical knowledge of the previous two airline representatives. Of the flights, 4 were freighters, 2 were passenger flights and 2 were unknown but may have been passenger flights.

Chairman McTaggart inquired as whether freighters could take off at different times to take advantage of the wind since there are no passengers that would be affected. Ms. Kim stated that those freighters go to Narita airport in Japan, which has a curfew from midnight until 6:00 a.m.

Mike Stevens inquired into the final destination of the cargo. Ms. Kim stated that she did not have that information and would have to check with the KAL department that handles that. He then inquired into if KAL would be willing to fly out of El Toro if an airport was built there. Ms. Kim stated that would be a decision for KAL upper management, and would report these issues to her superiors.

EVA Airlines

Capt. Andy Lim, Assistant Chief Pilot represented the airline. He started by stating that EVA Air does not have the luxury of substituting equipment since all of their flights are B747-400's, the only aircraft capable of the mission. EVA Air uses the B744 comby, which is a combination passenger/freighter jet that operates with a higher maximum takeoff weight. EVA Air always operates at the aircraft's maximum structural weight and uses the aircraft's quiet departure profile. Routing of the aircraft is determined by Air Traffic Control. Capt. Lim then discussed their Runway Analysis Manual and how the aircraft's weight and the various environmental factors are used to determine the runway selection. He also stated that runway slope is not as critical a factor as wind speed and direction. The calculations show that there is a 3-ton weight penalty for each knot of tailwind, so with the 13.9 tons of payload that they can play with, they can only take off with about a 4.6-knot tail wind. Capt. Lim stated that EVA Air is always mindful of their noise impacts on the residents, but that safety is their primary consideration.

Chairman McTaggart inquired if EVA Air has to deal with curfews at their destinations. Capt. Lim stated that except for London and Sydney, they do not.

Mike Stevens asked if a longer runway would make it possible for them to take off over the ocean more often. Capt. Lim stated that is correct.

Councilman Reviczky expressed his concerns about safety having aircraft at maximum weight flying over his community, and flying below the floor of Class B airspace among smaller aircraft. Mark Tellier of the FAA disagreed and stated that they are flying in Class B airspace and that they are not unsafe. Councilman Reviczky also asked Capt. Lim, and all of the airline reps, as to what they will do about this. Capt. Lim stated that it was a commercial decision, and not a technical one, and that he's not authorized to comment on that.

Roger Johnson asked Capt. Lim if EVA Air would be purchasing the Airbus A380. He also requested that all of the airlines answer this question. Capt. Lim answered that EVA Air is not buying the A380. Northwest Airlines also stated they would not be purchasing the A380. Qantas Airlines will be purchasing the A380. (Note: the Korean Airlines representative had left to catch a flight before this question).

China Airlines

Capt. Kane Lee, Assistant Chief Pilot of the B747-400 Fleet represented the airline. He stated that their east departures are mainly in the winter months when the headwinds to Taiwan are the strongest causing them to travel longer distances. Capt. Kane discussed the load factors of their aircraft and stated that in order to remove enough payload to

depart to the west with a tail wind they would have to cancel the flight because they would lose too much money. Capt. Kane then discussed what China Airlines intends to do to improve the situation. The first is that their Planning & Development Dept. will revise their flight performance charts to add a 5 knot tail wind column to the tables, which will increase their aircraft's takeoff performance allowable weight by about 30,000 lbs. The second is that the crews will be authorized to take off with "packs off," which is the air conditioning unit, which would increase engine performance. The third is that China Airlines will alter their winter flight schedule so the flight will depart at 11:30 p.m. from its current 12:45 a.m. scheduled departure time.

Roger Johnson thanked the all of the airlines' representatives on behalf of LAWA Acting Executive Director Paul Green and all of LAWA for attending the meeting. Chairman McTaggart also thanked the airlines' for having the courage to attend the meeting, get into the hot seat and help solve the problem.

REPORT OF THE AUGUST 7, 2002 FLIGHT TRACK DATA SUBCOMMITTEE MEETING

Due to the length of the meeting there was no FTDS report. Chairman McTaggart directed that the draft letter to the FAA regarding the Monterey Park overflight issue be shortened from 4 pages to no more than 2 and returned to the Roundtable for consideration at the November 13th meeting.

ROUNDTABLE MEMBER DISCUSSION

Roger Johnson reminded the Roundtable that it sent a letter to Mayor Hahn asking him to come and make a presentation on the noise issues regarding the latest LAX Master Plan Alternative. The Mayor has asked Deputy Mayor Troy Edwards and BOAC President Ted Stein to attend and make the presentation for him. This item will be scheduled for the November meeting.

One Roundtable member suggested that letters be sent to the airlines that attended thanking them and ask them to confirm what they intend to do in the future. The letters should be individual for the airline based on the content of their presentations, and ask the ones who did not commit to inform us of their future plans to solve the east departure problems from their aircraft.

Roy Hefner mentioned that AB2333 was watered down and has passed the legislature and is on the Governor's desk awaiting his signature. He also mentioned that Congresswoman Waters has introduced 3 bills in Congress regarding LAX that would limit the growth of LAX to 78 million annual passengers (MAP); lower the soundproofing eligibility contour to 60 dBA CNEL from 65 dBA CNEL; and give LAX priority for FAA soundproofing grant money. He also called for a Noise Subcommittee meeting in October to receive a presentation on the LAX Part 161 Study.

Mike Stevens requested that attorney Barbara Lichtman be allowed to attend the November meeting and be put on the agenda to discuss what's going on at El Toro and to engage in a debate with BOAC President Stein regarding LAWA operating an airport

at El Toro. A motion was made to this effect and seconded. Chairman McTaggart stated that she represents several of the jurisdictions (Rancho Palos Verdes, Hermosa Beach and Redondo Beach) represented on the Roundtable and there could be a conflict of interest. Walt Gillfillan stated that the Roundtable has established a Workplan and this is a Master Plan issue, which is not on the Workplan so this side issue is more appropriate for another forum. Roger Johnson then stated that the Roundtable was created to deal with the operational noise issues as they relate to the communities impacted by LAX aircraft operations, and not the feasibility of LAWA operating a commercial airport at El Toro. The motion was voted on and defeated.

PUBLIC COMMENT

One Westchester resident commented that they didn't want to be overlooked in this process, and on the R-Nav overlay to the LOOP Departure (KWYET Departure) and that relocating the routes of general aviation aircraft would cause more overflights of Westchester. Mark Tellier stated that there should be no more planes flying over than there are today, and that they would be at 3500 ft. to 4000 ft. and not as noisy as the aircraft at LAX.

There was a question on when the public comment period on the KWYET Departure. Mark Tellier stated that it will be when the procedure is released from committee. The FAA will notify LAWA and the Roundtable when that occurs, and it will be noticed in the Federal Register.

The Roundtable meeting was adjourned at 10:00 p.m. The next Roundtable meeting is scheduled for November 13, 2002 at 7:00 p.m. in the Samuel Greenberg Board Room at the LAWA Administration Building.