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LOS ANGELES WORLD AIRPORTS
COMMUNITY ROUND TABLE AGENDA
WEDNESDAY, SEPTEMBER 13, 2000

PROUD BIRD HOTEL
LOS ANGELES, CALIFORNIA

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A G E N D A

WELCOME

ROGER JOHNSON
DEPUTY EXECUTIVE DIRECTOR
ENVIRONMENTAL AFFAIRS
LOS ANGELES WORLD AIRPORTS

INTRODUCTION

WALTER GILLFILLAN
ROUND TABLE FACILITATOR

SAN FRANCISCO INTERNATIONAL EXPERIENCE
BRIEF PRESENTATION AND RESPONSE TO QUESTIONS

ROGER CHINN
FORMER MAYOR
CITY COUNCILMAN
FOSTER CITY, CALIFORNIA

DISCUSSION PERIOD

OPEN FORUM
WALTER GILLFILLAN, FACILITATOR

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LOS ANGELES, CALIFORNIA

WEDNESDAY, SEPTEMBER 13, 2000; 7:20 P.M.

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MR. JOHNSON: I'D LIKE TO THANK YOU ALL FOR
COMING TONIGHT.

MY NAME IS ROGER JOHNSON. I'M THE DEPUTY
EXECUTIVE DIRECTOR OF ENVIRONMENTAL AFFAIRS OF
LOS ANGELES WORLD AIRPORTS.

ONE OF THE AREAS THAT FALLS UNDER MY
JURISDICTION IS THE NOISE BUREAU BECAUSE --
SOUNDPROOFING AS WELL. NOISE IN GENERAL.

WHAT WE'RE TRYING TO ACCOMPLISH AND WHAT
WE HOPE TO ACCOMPLISH TONIGHT, I THINK MOST OF YOU
ARE PROBABLY AWARE, IF YOU'VE BEEN TO ANY OF THE FAA
TOWNS PORTS MEETINGS, IS LOS ANGELES WORLD AIRPORTS
BELIEVES THAT THERE WERE SOME THINGS ACCOMPLISHED
THROUGH THE FAA TASK FORCE.

WE ALSO BELIEVE THAT THERE'S MANY OTHER
THINGS YET TO BE ACCOMPLISHED.

AND WHAT WE HAVE COMMITTED TO DO IS TO
FACILITATE THE FORMATION OF A ROUND TABLE OR A FORUM
OR HOWEVER IT GETS DEVELOPED TO ADDRESS NOISE ISSUES
SIMILAR TO THE WAY THE FAA TASK FORCE ADDRESSED THE
NOISE ISSUES.

1 AGAIN, WHAT WE ARE PROPOSING TO DO IS WE
2 WILL FACILITATE IT. I WANT TO MAKE IT REAL CLEAR:
3 THIS IS NOT LOS ANGELES WORLD AIRPORTS' TASK FORCE.

4 THIS WILL BE A COMMUNITY FORUM. A
5 COMMUNITY TASK FORCE.

6 HOW IT GETS STRUCTURED IS GOING TO BE UP
7 TO THE MEMBERS OF THE COMMITTEE ULTIMATELY.

8 LYDIA KINNARD IS NOT THE CHAIRMAN OF THE
9 COMMITTEE, AS HE AND GREGORY REPORTED IN THE DAILY
10 BREEZE TODAY, AND THAT IS PROBABLY MY FAULT. I
11 PROBABLY MISSPOKE TO HIM.

12 THE CHAIRMAN OF THE COMMITTEE HAS NOT
13 BEEN DETERMINED YET.

14 SO WHAT I WOULD LIKE TO DO TONIGHT IS I
15 WILL TURN IT OVER TO WALTER. I'D INTRODUCED WALTER
16 AT THE FAA TASK FORCE MEETINGS.

17 WALTER IS AN INDIVIDUAL WHO HAS
18 FACILITATED AND BEEN INVOLVED IN THE DEVELOPMENT OF
19 COMMUNITY NOISE ROUND TABLES ACROSS THE UNITED
20 STATES. CLOSEST PROBABLY IS SAN FRANCISCO INTER-
21 NATIONAL AND LOUISVILLE AIRPORTS OUT IN THE EAST.

22 HE'S WORKED ON BOTH SIDES OF THE NOISE
23 ISSUE, BOTH FOR THE AIRPORT AS WELL AS THE
24 MUNICIPALITIES.

25 LOS ANGELES WORLD AIRPORTS HAS ENGAGED

1 WALTER TO HELP US GET THIS THING GOING. TO
2 FACILITATE THESE MEETINGS AND HELP GET THINGS GOING,
3 TO HELP YOU ALL, AND US, GET SOMETHING TOGETHER
4 THAT'S GOING TO WORK.

5 IN ADDITION TO WALTER, I'VE INVITED ROGER
6 CHINN HERE TONIGHT.

7 ROGER WAS THE MAYOR OF FOSTER CITY AND
8 CITY COUNCILMAN THERE FOR A NUMBER OF YEARS.

9 ROGER IS ONE OF THE FOUNDING MEMBERS OF
10 THE SAN FRANCISCO INTERNATIONAL AIRPORT NOISE ROUND
11 TABLE AND WAS THE CHAIR, I BELIEVE, FOR ABOUT 10
12 YEARS.

13 IS THAT RIGHT?

14 MR. CHINN: YES.

15 MR. JOHNSON: WE'VE ASKED ROGER TO COME
16 TONIGHT, AND WHAT HE'S GOING TO DO IS SHARE HIS
17 EXPERIENCE AS AN ELECTED OFFICIAL AND AS A CITIZEN
18 OF FOSTER CITY, WHICH IS ESSENTIALLY THE -- ALMOST
19 THE EQUIVALENT, I GUESS, OF INGLEWOOD. ABOUT 95
20 PERCENT OF THE ARRIVES INTO SAN FRANCISCO
21 INTERNATIONAL COME IN OVER FOSTER CITY.

22 AND ROGER IS GOING TO SHARE HIS
23 EXPERIENCE IN HOW THE ROUND TABLE WAS DEVELOPED, HOW
24 IT WAS STRUCTURED. SOME OF THE ACCOMPLISHMENTS AND
25 CANDIDLY SOME OF THE THINGS THAT MAYBE THEY WEREN'T

1 ABLE TO ACCOMPLISH.

2 FOLLOWING THAT, THEN, WE'RE GOING TO HAVE
3 SOME OPEN DISCUSSION REGARDING THE FUTURE, YOU KNOW,
4 WHERE WE WANT TO GO FROM HERE, WHAT WE WANT TO
5 ACCOMPLISH.

6 WITH THAT, I'M GOING TO TURN IT OVER TO
7 WALTER.

8 MR. CHINN: THANK YOU VERY MUCH, ROGER.

9 THANK YOU FOR TAKING YOUR TIME TO COME
10 OUT BECAUSE IT'S NOT EASY TO DO THAT IN YOUR BUSY
11 SCHEDULES. THE INTENT HERE THIS EVENING IS TO ASK
12 THOSE OF YOU THAT HAVE ATTENDED THE TASK FORCE
13 MEETINGS AND HAVE BEEN INTERESTED IN SOME KIND OF AN
14 ONGOING FORUM, THE REQUEST WAS THAT YOU BE INVITED
15 HERE, SOMEONE WHO HAS HAD SOME EXPERIENCE, ACTUALLY
16 DOING THIS.

17 ROGER CHINN HAS BEEN POINTED OUT, WHO
18 WAS, FOUR MONTHS AFTER THE FORUM OF FORMING OF THE
19 ROUND TABLE AT SAN FRANCISCO, ENTERED AS THE CHAIR
20 OF THAT ORGANIZATION, AND FUNCTION OF THAT ROLE FOR
21 ABOUT 10 YEARS.

22 THOSE WERE THE FORMATIVE YEARS. THAT WAS
23 A VERY HOSTILE BEGINNING POINT.

24 THERE'S LITIGATION. THERE WERE ANGRY
25 CITIZENS, AS THERE STILL ARE, IN SAN FRANCISCO BAY

1 REGION.

2 THE FORUM THAT WAS CREATED HAD A
3 CHARACTERISTIC THAT WE THOUGHT WAS USEFUL, AND THAT
4 IS, IT BROUGHT TOGETHER THOSE ORGANIZATIONS AND
5 REPRESENTATIVES OF ORGANIZATIONS AND AGENCIES THAT
6 ACTUALLY HAD THE AUTHORITY TO ACT. TO ACTUALLY DO
7 SOMETHING.

8 THE ROLE OF THE COMMUNITY AND THEIR
9 ELECTED OFFICIALS WAS TO HELP DEFINE THE PROBLEMS
10 THAT PEOPLE WERE EXPERIENCING IN THE COMMUNITY AND
11 TO PRIORITIZE THE KIND OF THINGS THAT NEEDED TO BE
12 WORKED ON AND IN THEIR JUDGMENT AND TO COOPERATIVELY
13 WORKING WITH THE AIRLINE INDUSTRY WITH THE FAA, WITH
14 THE AIRPORT PROPRIETOR, AND WITH THE LOCAL
15 COMMUNITIES, TRYING FIND SOME SOLUTION.

16 THE FOCUS WAS ON EXISTING NOISE PROBLEMS
17 AND WHAT TO DO TO TRY TO RELIEVE PEOPLE IN THE
18 COMMUNITY FROM THE IMPACT OF THOSE PROBLEMS.

19 THEIR ORGANIZATION UP THERE HAS BEEN IN
20 PLACE FOR ABOUT 20 YEARS.

21 I KNOW THAT, ROGER.

22 WE'LL LET ROGER DO THAT.

23 THE FOCUS, THEN, THIS EVENING IS A COUPLE
24 OF THINGS: ONE, YOU'VE ASKED FOR SOMEONE THAT'S
25 BEEN AN ELECTED OFFICIAL TO BE HERE TO GIVE YOU SOME

1 KIND OF A -- ROGER PLANS A VERY SHORT KIND OF
2 BACKGROUND, AND THEN HE'D LIKE TO GO INTO A Q AND A.
3 WE'D LIKE TO START WITH THOSE OF YOU THAT
4 ARE AT THE TABLE FIRST, ASKING HIM ABOUT WHAT
5 HAPPENED, WHAT WENT RIGHT, WHAT WENT WRONG. HOW DID
6 IT WORK? HOW IS IT WORKING? IS THERE A FUTURE IN
7 IT? AND SO FORTH, TO YOUR SATISFACTION, AND THEN
8 WE'D LIKE TO MOVE OUT TO THOSE OF YOU IN THE
9 AUDIENCE AND GIVE YOU A CHANCE TO ASK QUESTIONS OF
10 ROGER, ALSO, ABOUT WHAT'S GOING ON UP THERE AND HOW
11 IT'S FUNCTIONING.
12 ALSO THIS EVENING, IT WOULD BE USEFUL --
13 THIS IS A VERY LOOSELY ESTABLISHED GROUP IN ITS
14 INITIAL FORM HERE, AND THE QUESTIONS ARE VERY BASIC.
15 IS THERE GOING TO BE A NEXT MEETING?
16 IF SO, WHEN IS THAT GOING TO BE?
17 WHAT'S GOING TO BE ON THE AGENDA?
18 YOU'VE STARTED OUT BY SAYING YOU'D LIKE
19 TO HAVE THIS KIND OF A PRESENTATION INITIALLY. WHAT
20 WOULD YOU LIKE TO SEE ON THAT AGENDA FOR THE NEXT --
21 IF THERE IS GOING TO BE A NEXT MEETING, AND WHAT
22 WOULD YOU LIKE TO SEE INCLUDED IN THAT KIND OF AN
23 EFFORT?
24 IF THERE IS GOING TO BE A CONTINUATION,
25 DO YOU WANT A CHAIR? DO YOU WANT A FACILITATOR FROM

1 OUTSIDE? DO YOU WANT A CHAIR FROM YOUR OWN PEERS
2 THAT WILL FUNCTION, MAYBE, ON AN INTERIM BASE ON THE
3 INITIAL ESTABLISHMENT OF WHO YOU ARE AND WHERE
4 YOU'RE GOING AND HOW YOU'RE GOING TO GET THERE?

5 YOU PROBABLY WON'T DECIDE THAT TONIGHT,
6 BUT YOU MAY WANT TO THINK ABOUT THAT AND HOW THAT
7 WORKS AND HOW YOU WILL DO THAT.

8 WITH THAT KIND OF A QUICK BACKGROUND,
9 ROGER, I'D LIKE TO HAVE YOU COME UP HERE AND GET IN
10 THE PIT.

11 AND WE'D LIKE TO START WITH ROGER'S VERY
12 BRIEF PRESENTATION AND THEN MOVE TO THE QUESTION AND
13 ANSWER AND FRONT TABLE, AND THEN WE'LL GO OUT THERE.

14 ROGER.

15 MR. JOHNSON: THANK YOU, WALT.

16 GOOD EVENING. THANK YOU FOR INVITING ME
17 UP HERE. I HOPE I CAN LEAVE SOME THOUGHTS WITH ALL
18 OF YOU AS TO WHAT WE DID. NOT THAT IT CAN APPLY TO
19 ALL OF YOU, BUT THERE'S SOME IDEAS THAT MAY BE
20 BENEFICIAL TO ALL OF YOU.

21 OUR PROBLEMS STARTED ABOUT 25, 26 YEARS
22 AGO.

23 I WAS NOT EVEN ON THE CITY COUNCIL THEN.
24 I WAS ON THE PLANNING COMMISSION. BEING THE
25 CHAIRMAN OF THE CITY COUNCIL SAID, "WHY DON'T YOU GO

1 OUT THERE AND FIGHT WITH THE AIRPORT." AND SO I
2 SAT -- I WAS APPOINTED TO WHAT WAS THE ALUC, AIRPORT
3 LAND USE COMMISSION, FOR SAN MATEO COUNTY.

4 I REPRESENTED MY COMMUNITY ON THERE, AND
5 IT BECAME VERY CLEAR AT THE VERY BEGINNING THAT
6 THERE WAS SOMETHING WRONG WITH THE ORGANIZATION.

7 IT CONSISTED OF ONLY THE LOCAL ELECTED
8 OFFICIALS, AND WE DIDN'T HAVE A DIALOGUE WITH THE
9 AIRPORT OR THE FAA OR THE PILOTS OR THE AIRLINES.

10 SO WE STARTED TO THINK ABOUT THAT A
11 LITTLE HARDER, AND ALONG THAT SAME PERIOD OF TIME,
12 THERE WERE 24 LAWSUITS FILED AGAINST THE AIRPORT BY
13 PRIVATE CITIZENS AROUND THE AIRPORT, AND THE RESULT
14 OF RESULT OF THOSE 24 LAWSUITS IS THAT THE JUDGE
15 TOLD THE AIRPORT, "WORK WITH THE COMMUNITIES, AND
16 GET A DIALOGUE GOING, AND SEE WHAT YOU CAN DO TO AT
17 LEAST FIND A DIRECTION FOR SOLVING NOISE, IF
18 POSSIBLE."

19 AND OUT OF THAT CAME A FUND, A GRANT FROM
20 THE FAA, THAT FUNDED THIS STUDY, WHICH IS CALLED THE
21 JOINT LAND USE STUDY.

22 THIS TOOK A YEAR AND A HALF TO DO.

23 IT WAS MONITORED AND ADMINISTERED BY THE
24 JOINT POWERS BOARD OF SAN MATEO COUNTY AND SAN
25 FRANCISCO, CITY AND COUNTY OF SAN FRANCISCO, AND OUT

1 OF THIS -- AND I WON'T GO INTO ANY DETAILS, BUT IT
2 TALKS ABOUT STEPS TO TAKE, ORGANIZING, DEVELOPING A
3 DIALOGUE AND ALL OF THAT.

4 THIS IS THE SUMMARY OF THAT, AND I'LL BE
5 HAPPY TO MAKE COPIES OF THIS FOR ANY OF THE ELECTED
6 OFFICIALS.

7 IT'S A JOINT ACTION PLAN. IT SUMMARIZES
8 SOME OF THE THINGS THAT NEED TO BE DONE BY THE
9 ELECTED OFFICIALS, BUT IT REALLY DIDN'T HAVE AN
10 IMPLEMENTATION PLAN. SO WE GET, AGAIN, FOR ANOTHER
11 YEAR, AND OUT OF THAT CAME THE AIRPORT NOISE
12 MITIGATION ACTION PLAN.

13 THIS IS THE FIRST TIME THAT THE ROUND
14 TABLE WAS EVER DESCRIBED IN ANY FASHION, AND SO WE
15 ADOPTED THIS, AND FROM THAT BECAME THE ROUND TABLE.

16 THE ROUND TABLE, ACTUALLY, HAS NO POWERS
17 WHATSOEVER, NO REGULATORY POWERS.

18 IT CONSISTS OF ELECTED OFFICIALS, WITHIN
19 65 MILES AROUND THE AIRPORT.

20 IT CONSISTS OF THE AIRPORT
21 REPRESENTATIVE, REPRESENTATIVE FROM THE CITY AND
22 COUNTY OF SAN FRANCISCO, MAYOR'S OFFICE, AND THE
23 AIRPORTS COMMISSION.

24 OBVIOUSLY, THERE ARE MORE CITIES THAN
25 THOSE THREE AIRPORT OFFICIALS, SO WE DID HAVE THE

1 ABILITY TO VOTE ACCORDING TO WHAT WE THOUGHT WAS
2 IMPORTANT.

3 AND FROM THAT BEGINNING, WE WERE ABLE TO
4 BRING TO NOT ONLY THE AIRPORT BUT ALSO THE FAA AS A
5 TECHNICAL BODY TO THE ROUND TABLE.

6 ALPA -- NOT ALPA THEMSELVES. THE PILOTS
7 UNION, BUT THE PILOTS WOULD ATTEND.

8 UNITED WOULD SEND THEIR CHIEF PILOT.
9 AMERICAN WOULD SEND THEIR CHIEF PILOT TO ALL THE
10 MEETINGS AND ALSO -- I FORGOT ONE MORE. WHO WAS
11 THAT?

12 OH, THE AIRLINES THEMSELVES ATA, WHICH
13 YOU HAVE, OF COURSE, DOWN HERE, TOO.

14 FROM THAT BEGINNING, WE WERE ABLE TO
15 ADOPT A WORK PLAN AS DESCRIBED IN THE JOINT LAND USE
16 STUDY.

17 AND FROM THOSE ROCKY BEGINNINGS AND THE
18 FIRST YEAR OF MEETINGS WERE PRETTY BAD. THEY WERE,
19 LIKE, BASICALLY LYNCH MOB MEETINGS.

20 BUT IT SETTLED DOWN AFTER ABOUT A YEAR,
21 AND WE'RE NOW INTO OUR TENTH YEAR.

22 WE WERE ABLE TO WORK WITH THE AIRPORT AND
23 PRINCIPALLY THE FAA.

24 THAT WAS VERY CRITICAL, THE LOCAL FAA
25 PEOPLE REALLY HAD THE KEY TO HOW WE CAN SOLVE MANY

1 OF OUR PROBLEMS AND OBVIOUSLY IT'S BECAUSE OF ALPHA
2 FAA CONTROLS THE AIRCRAFT IN FLIGHT, NOT THE
3 AIRPORT, NOT THE AIRLINES, BUT FAA AND WITH THAT
4 DIALOGUE, WE WERE ABLE TO ADOPT MANY LITTLE
5 INCREMENTAL CHANGES THAT HELPED ALL OF US IN THE
6 COMMUNITIES.

7 WALT MENTIONED THAT I AM A FOSTER CITY
8 COUNCILMAN -- WAS A FOSTER CITY COUNCILMAN. I
9 RETIRED FIVE YEARS AGO, AFTER 15-1/2 YEARS.

10 AND FOSTER CITY IS IMPACTED BY ARRIVALS.

11 IF YOU EVER FLY INTO SAN FRANCISCO, THEY
12 FLY OVER THE SOUTHERN PENINSULA, AND THEY COME RIGHT
13 DOWN, RIGHT OFF THE BAY BUT PRINCIPALLY OFF THE
14 EASTERN EDGE OF THE PENINSULA.

15 ONE OF THE CENTER LINES FLY RIGHT OVER
16 FOSTER CITY.

17 SO WHAT DID WE DO ABOUT THAT? AS AN
18 EXAMPLE: WE SAID, WELL, WHY NOT FLY -- TRY A NEW
19 PATTERN.

20 FLY OVER THE BAY, AND MAKE A U-TURN TO
21 THE RIGHT INSTEAD OF A U-TURN TO THE LEFT OVER
22 POPULATED AREAS, AND THAT BECAME WHAT IS CALLED THE
23 "SLAM DUNK PROCEDURE."

24 IT TIED DOWN THE BAY, MAKE A U-TURN OVER
25 WATER.

1 AND TALK ABOUT THAT. "

2 UNFORTUNATELY OR FORTUNATELY, THE 20
3 CITIES OF THE COUNTY APPOINTED ME TO BE THEIR
4 NEGOTIATING CHAIR, AND AFTER SIX MONTHS, WE WERE
5 ABLE TO NEGOTIATE AN MOU WITH THE AIRPORT.

6 ONE OF THE FEATURES OF THAT -- AND NOT
7 THE ONLY FEATURE, BUT ONE WAS THAT THE MOST IMPACTED
8 COMMUNITIES AROUND THE AIRPORT WOULD RECEIVE UP TO
9 \$120 MILLION IN NOISE INSULATION, REGARDLESS OF
10 WHERE THE MONEY COMES FROM. GUARANTEED OF \$120
11 MILLION.

12 THAT HAS INSULATED 10,000 HOMES IN THE
13 LAST FOUR YEARS, FIVE YEARS.

14 AND THAT'S ONE OF THE KEY ELEMENTS.

15 THERE ARE CERTAIN PROCEDURES WE COULD NOT
16 ELIMINATE, ESPECIALLY DEPARTURES OFF THE 28S, AND
17 INSTEAD OF HAVING THOSE PEOPLE SUFFER, WE WERE ABLE
18 TO INSULATE IT, THEIR INTERIOR TO 45 DB.

19 THAT HAS MADE A TREMENDOUS CHANGE IN FIVE
20 COMMUNITIES IN THE NORTH PENINSULA, AND IF YOU DRIVE
21 THROUGH THOSE COMMUNITIES NOW, YOU SEE PAINTING
22 THEIR HOUSES AGAIN, PUTTING IN LANDSCAPING. JUST A
23 CHANGE IN ATTITUDE THAT HAS TAKEN PLACE IN THOSE
24 FIVE CITIES.

25 THAT MAY NOT SATISFY A LOT OF PEOPLE, BUT

1 WHEN YOU HAVE PEOPLE WHO HAVE LIVED THERE ALL THEIR
2 LIVES, GIVING THEM THE ABILITY TO REST AT NIGHT AND
3 SLEEP AT NIGHT MADE A LOT OF DIFFERENCE IN THEIR
4 MENTAL ATTITUDE.

5 THAT'S BASICALLY, SOME OF THE THINGS THAT
6 WE'RE DOING.

7 WE'RE LOOKING BEYOND SAN MATEO COUNTY
8 NOW.

9 WE'RE LOOKING AT OUR ADJOINING COUNTIES.
10 WE'RE LOOKING AT A REEVALUATION OF THE AIR SPACE
11 AROUND THE BAY AREA. WHAT CAN WE DO TO WORK WITH
12 THE FAA AND THE AIRLINES TO REEVALUATE HOW ARRIVALS
13 AND DEPARTURES TAKE PLACE IN THE BAY AREA?

14 WE'RE LOOKING AT NEW TECHNOLOGY. C-TASK
15 IS ONE, AND DON'T ASK ME WHAT THAT MEANS.

16 BUT WHAT IT DOES, IT ALLOWS THE AIRPORT
17 OR THE FAA, I SHOULD SAY, TO SEQUENCE THE ARRIVALS
18 AND DEPARTURES SO THAT THERE ISN'T A DELAY PROBLEM
19 BY THE TIME THAT PLANE COMES IN FROM O'HARE, IT IS
20 ABLE TO LAND IMMEDIATELY WITHOUT HAVING TO CIRCLE
21 AND CAUSE A CONTINUING NOISE PROBLEM.

22 OR IT DOES NOT ALLOW FOR THE DELAYS THAT
23 ARE CAUSING SAN FRANCISCO TO BE A PROBLEM.

24 SO THESE ARE SOME OF THE THINGS THAT ARE
25 HAPPENING UP NORTH.

1 I DON'T REALLY HAVE TOO MUCH MORE, SO IF
2 I CAN TURN IT BACK TO THE OTHER ROGER.

3 COULD YOU SHARE A LITTLE BIT ON THE
4 ACTUAL STRUCTURE OF THE COMMITTEE ITSELF, WHO THE
5 MEMBERS ARE, HOW THE MEMBERS WERE EITHER.

6 COULD YOU SHARE THE STRUCTURE OF THE
7 COMMITTEE. WHO THE MEMBERS ARE, MAYBE A LITTLE BIT
8 ABOUT HOW THE MEETINGS ARE CONDUCTED.

9 HOW THE WORK ACTUALLY GETS DONE.

10 JUST TO TELL YOU WHAT'S GOING ON, TERI IS
11 A RECORDER AND NOT DOING A VERBATIM, BUT JUST
12 PICKING UP THE KEY QUESTIONS THAT YOU HAVE. SO THAT
13 WE KNOW WHAT'S BEEN ASKED.

14 MR. CHINN: IT'S STRUCTURED ON THE BASIS OF ONE
15 REPRESENTATIVE FROM EACH OF THE CITIES THAT ARE
16 IMPACTED BY THE AIRPORT, AND THIS IS, AS I SAID
17 EARLIER, 65 SQUARE MILES AROUND THE AIRPORT, AND
18 THEY'RE PRINCIPALLY THE NORTHERN CITIES AT SAN MATEO
19 COUNTY.

20 IN ADDITION TO THAT, WE HAVE A
21 REPRESENTATIVE -- THREE REPRESENTATIVES FROM SAN
22 FRANCISCO.

23 WE HAVE, ON A TECHNICAL SIDE, THE PILOTS
24 AS WELL AS THE ATA AND ALSO THE FAA.

25 AS A TECHNICAL BODY THAT WOULD SUPPORT

1 THE ROUND TABLE IN ITS DECISION MAKING. WHAT IS
2 VERY KEY IS THAT OUTSIDE OF THE REGULAR MONTHLY
3 MEETINGS, THERE ARE SUBCOMMITTEES MADE UP OF
4 INDIVIDUALS. IF THERE'S A COMMUNITY THAT'S IMPACTED
5 BY ARRIVALS, THERE COULD BE THE AIRPORT DIRECTOR,
6 TWO OR THREE REPRESENTATIVES FROM THE ARRIVAL
7 PROCEDURE.

8 THERE COULD THEN BE THE TECHNICAL SUPPORT
9 FROM THE FAA, AND THE CHIEF PILOT, TO LOOK AT THOSE
10 ISSUES, AND THAT'S VERY KEY BECAUSE THE SUBCOMMITTEE
11 CAN THEN BRING BACK TO THE FULL BODY, A
12 RECOMMENDATION, IF THERE IS ANY.

13 Q. HOW ABOUT CONGRESSIONAL REPRESENTATION?

14 A. WE HAVE NOT HAD A STATE OR FEDERAL
15 REPRESENTATIVES TO THIS BODY.

16 WE FEEL THAT IT'S IMPORTANT THAT THE
17 LOCAL ENTITIES HAVE NOT ONLY CONTROL BUT THE
18 MANAGEMENT CAPABILITY, AND THAT'S BECAUSE THEY HAVE
19 A DIRECT RELATIONSHIP TO THE NOISE CONSTITUENCY, AND
20 THEY CAN GET THE DIALOGUE QUICKER AND HAVE IMMEDIATE
21 PROBLEMS BE BOTH BROUGHT TO THE ROUND TABLE.

22 BUT WE HAVE CALLED NOT ON THE
23 CONGRESSIONAL PEOPLE TO HELP US.

24 MY FIRST TERM AS MAYOR I CALLED ON
25 CONGRESSMAN BILL ROYER BECAUSE WE WERE IMPACTED BY

1 THE ARRIVALS, AND HE BROUGHT THE FAA IN.

2 HE HAD A CONGRESSIONAL HEARING IN FOSTER
3 CITY, AND FROM THAT WAS DEVELOPED THE TIPTOE
4 PROCEDURE.

5 A SLIGHTLY MORE CONCENTRATED ARRIVAL
6 STREAM ALONG THE BAY RATHER THAN OVER THE CITY.

7 SO IT DOES HELP TREMENDOUSLY.

8 WE RECENTLY HAD ANOTHER PROBLEM OVER PALO
9 ALTO THAT CONGRESSWOMAN ANA ISHMAN GOT INVOLVED
10 WITH.

11 SHE BROUGHT ALL THE PARTIES TOGETHER, AND
12 WE HAD WHAT IS CALLED THE MELLOW INTERSECTION, WHICH
13 IS AT 4,000 FEET OVER PALO ALTO, AND THROUGH HER
14 EFFORTS WITH THE FAA, WE WERE ABLE TO RAISE IT TO
15 5,000 FEET.

16 IT'S NOW 5,000 FEET.

17 I THINK THE CONGRESSIONAL OFFICE, THE FAA
18 IS NOW PROPOSING A NEW NOISE POLICY. FEDERAL NOISE
19 POLICY.

20 THE ROUND TABLE IS GOING TO MAKE FORMAL
21 COMMENT ON THAT AND IS WORKING WITH EACH OF THE
22 CONGRESSIONAL OFFICES THAT ARE INVOLVED AROUND THE
23 PENINSULA AND LETTING THEM KNOW WHAT THE ROUND
24 TABLE'S POSITION IS ON THOSE COMMENTS.

25 IT'S A UNIQUE OPPORTUNITY FOR A LARGE

1 NUMBER OF LOCAL COMMUNITIES TO HAVE A SINGLE VOICE
2 IN WHAT THAT POLICY OUGHT TO BE.

3 Q. JUST FOR CLARIFICATION, THE CITY OF SAN
4 FRANCISCO IS ALSO THE COUNTY OF SAN FRANCISCO, SO
5 YOU HAVE THREE REPRESENTATIVES. ONE OF THE
6 REPRESENTATIVES IS A COUNTY SUPERVISOR?

7 A. YES.

8 ONE FROM THE BOARD OF SUPERVISORS, ONE
9 FROM THE MAYOR'S OFFICE, AND ONE FROM THE AIRPORT
10 COMMISSION.

11 Q. OKAY.

12 I HAVE A NUMBER OF QUESTIONS. FIRST, YOU
13 STATED THAT YOUR COMMITTEE HAD NO POWER.

14 HOW WERE YOU ABLE TO AFFECT CHANGE
15 IN THE AGENCIES THAT DO HAVE THE POWER TO MAKE
16 CHANGE?

17 A. I THINK BY BRINGING THEM TOGETHER AND
18 SAYING, "HERE'S THE WORK PROGRAM. YOU HAVE TO ADOPT
19 A WORK PROGRAM FIRST THAT ALL PEOPLE AND ALL THE
20 BODIES WOULD AGREE TO."

21 AND BECAUSE OF OUR MOU, THE AIRPORT, THAT
22 THEY WILL SUPPORT THE WORK PROGRAM, AND WHERE
23 POSSIBLE, ADOPT AND RECOMMEND CHANGES TO THE FAA.

24 WE HAD TO GO THROUGH THAT PROCEDURE.

25 WE HAD NO REGULATORY POWER, BUT WE HAD

1 THE POWER TO BRING EVERYONE TOGETHER, AND BECAUSE
2 THERE WAS THE PUBLIC INVOLVEMENT, THIS COULD BE VERY
3 POTENT THAT SOMEONE WOULD IGNORE US.

4 THE FAA CERTAINLY WOULD NOT BOYCOTT OUR
5 MEETINGS.

6 THEY WOULD COME AND LISTEN AND WORK WITH
7 US.

8 Q. THE OTHER QUESTION I HAVE IS THAT THE
9 PROBLEM THAT YOU HAD OVER YOUR CITY HAD BEEN A
10 LONG-TERM, ONGOING PROBLEM.

11 A. YES.

12 Q. SOME OF US SITTING AT THE TABLE HERE ARE
13 NOW HERE AT THIS TABLE BECAUSE WE HAVE A NEW
14 PROBLEM, WHICH HAS TOOK MANY YEARS FOR THE FAA TO
15 ADMIT THAT WE EVEN HAVE, AND I GUESS A LOT OF US
16 WOULD JUST LIKE -- NUMBER ONE, I'VE NEVER HEARD A
17 SATISFACTORY ANSWER AS TO WHY WE EVEN HAVE THIS
18 PROBLEM NOW BECAUSE WE DIDN'T THREE YEARS AGO.

19 WE HAVEN'T BEEN ABLE TO FIND ANYBODY WHO
20 COULD ANSWER THAT QUESTION -- FAA, LOS ANGELES WORLD
21 AIRPORTS, OR ANYONE.

22 DID YOU HAVE ANY INSTANCES WHERE FLIGHT
23 PATTERNS WERE CHANGED THAT YOU WERE ABLE TO --

24 A. YES.

25 Q. -- ALTER OR TO REMEDY?

1 A. I DON'T KNOW WHAT YOU'RE REFERRING TO AS
2 FAR AS CHANGE THAT TOOK PLACE HERE, BUT FOSTER CITY
3 ALSO HAD A CHANGE, TOO.

4 WE CALLED IT THE FOSTER CITY SHORTCUT.

5 AND WHAT WAS HAPPENING IS THAT THE PLANES
6 WOULD COME IN FROM POINT GRACE, COME DOWN THE
7 PENINSULA, AND THEN MAKE THAT LEFT TURN TO HEAD IN
8 FOR THE FINAL APPROACH.

9 BECAUSE THE TRAFFIC WAS SO CONGESTED,
10 THERE WOULD BE TIMES WHERE THEY WOULD MAKE A QUICKER
11 LEFT TURN, SO THEY WOULD SHORTCUT INTO THE APPROACH
12 TO THE AIRPORT, EVEN WITHIN THE NINE MILES STRAIGHT
13 IN, SUPPOSEDLY, GROOVE THAT THE FAA HAD, SO WE
14 WORKED WITH THE FAA AND SAID, "WHAT CAN WE DO TO
15 REDUCE THE SHORTCUTS?"

16 AND THIS DOESN'T AFFECT JUST FOSTER CITY.
17 IT AFFECTS SAN MATEO, HILLSBORO, MILLBRAE,
18 SAN BRUNO, BELMONT -- A NUMBER OF CITIES, THIS
19 SHORTCUTTING PATTERN THAT WAS DEVELOPING FOR THE
20 LAST, FIVE, SIX YEARS.

21 THE FAA SAID, "OKAY, WE'LL LOOK AT IT.
22 LET'S GET THE AIRPORT NOISE OFF TO START RUNNING
23 MONTHLY CHECKS ON WHAT WAS HAPPENING."

24 THERE WOULD BE AN IMAGINARY GATE
25 DEVELOPED, WHERE IF EVER ANY FLIGHT FLEW THROUGH

1 THAT GATE, IT WOULD BE REGISTERED, AND WE CAN
2 IDENTIFY THE FLIGHTS THAT WERE DOING THAT.

3 SO THAT YOU CAN THEN GO TO THAT AIRLINE
4 OR THAT PILOT, EVEN, AND POINT OUT THESE PROBLEMS,
5 AND TRY TO WORK WITH THEM, AND WE ARE NOW DOWN TO
6 ABOUT HALF OF WHAT IT USED TO BE, THE NUMBER OF
7 SHORTCUTS.

8 Q. ONE MORE QUICK ONE SO I DON'T MONOPOLIZE
9 THIS.

10 THIS IS IN REGARDS TO THE FAA NOISE
11 POLICY, AND I'VE SEEN THEIR PROPOSALS AND THEY'RE
12 DEALING WITH AVERAGE NOISE AND THE HUMAN EAR DOES
13 NOT HEAR AN AVERAGE NOISE.

14 HOW DID YOU DEAL WITH SINGULAR EVENT
15 NOISE? THAT'S EXACTLY WHAT THE HUMAN EAR HEARS.

16 A. AS I'M SURE EVERYONE KNOWS, THAT THE FAA
17 DETERMINES NOISE ON THE BASIS OF THE C AND L BASIS,
18 WHICH IS AN AVERAGING OF NOISE OVER A 24-HOUR
19 PERIOD.

20 AGAIN, THE MOU SAYS IN THE WORK PROGRAM,
21 THE AIRPORT SHOULD AGREE TO DO A SINGLE EVENT NOISE
22 STUDY, AND THAT'S TAKING PLACE RIGHT NOW.

23 THERE ARE OTHER THINGS, LIKE -- WELL,
24 LIKE OTHER PROCEDURES, BUT TO SPEAK TO THAT ONE
25 ISSUE, SINGLE EVENT IS SOMETHING OUTSIDE OF THE

1 FEDERAL AND STATE REGULATORY REQUIREMENTS, BUT YOU
2 CAN TALK TO THE AIRPORT.

3 YOU CAN NEGOTIATE SOMETHING IN THE WORK
4 PROGRAM THAT CAN IDENTIFY AND WORK TOWARDS A BETTER
5 UNDERSTANDING OF THE PROBLEM.

6 IT'S THAT ONE FLIGHT OVER YOUR HOUSE AT
7 3:00 O'CLOCK THAT WAKES YOU UP, NOT THE AVERAGING OF
8 NOISE, AND THAT'S, I THINK, WHAT EVERYONE AGREES TO,
9 EVEN THE AIRPORT AGREES TO THAT.

10 I THINK ROGER'S EXAMPLE IS KIND OF AN
11 INTERESTING ONE, THE FIRST RESPONSE IN THE OVER
12 FLIGHT, IS THERE'S BEEN NO CHANGE IN PROCEDURES.
13 ABSOLUTELY CORRECT STATEMENT. ABSOLUTELY CORRECT
14 STATEMENT.

15 BUT THE RADAR TRACK SAYS THERE'S OVER
16 FLIGHTS, AND THE AIRPORT HAS A SYSTEM, A VERY
17 DETAILED ONE THERE, IN WHICH THEY CAN RECONSTRUCT
18 THROUGH THIS NOISE MONITORS, THROUGH THE FLIGHT
19 TRACK, RADAR FLIGHT TRACKS AND THE IDENTIFICATION OF
20 THE FLIGHT, EXACTLY WHAT HAS HAPPENED.

21 I'M SORRY.

22 Q. JOHN MATAGI, CITY COUNCILMAN, AND CITY.

23 TO WHAT EXTENT IS THERE A PROBLEM AT THE
24 SAN FRANCISCO AIRPORT RELATIVE TO TURBO PROP
25 AIRCRAFT?

1 A. TURBO PROPS ARE A PROBLEM AROUND SAN
2 FRANCISCO.

3 NOT AS MUCH OF THE COMMERCIAL CARRIERS,
4 BUT THEY ARE A PROBLEM BECAUSE IT IS THAT SEGMENT OF
5 OVER FLIGHTS.

6 THE FAA DOESN'T RECOGNIZE TURBO PROPS AS
7 MUCH AS THE COMMERCIAL CARRIERS AS BEING THE NOISE
8 PROBLEM.

9 IT IS YOUR PRIORITIES, AGAIN.

10 WHERE DO YOU WANT TO CONCENTRATE YOUR
11 EFFORTS?

12 I'M SURE AS YOU GO AROUND THE TABLE,
13 EVERY ONE OF YOU HAVE A DIFFERENT PROBLEM THAT YOU'D
14 LIKE TO ADDRESS.

15 WE CONCENTRATED ON THE BIG, HEAVY NOISY
16 AIRCRAFT. THAT'S NOT TO SAY THAT THE TURBO PROPS
17 AND THE TURBO CHIPS AND THE GA'S AND THE HELICOPTERS
18 ARE NOT NOISE PROBLEMS. THEY ARE.

19 Q. WELL, YOU'RE RIGHT ABOUT ONE THING: THEY
20 IGNORED THE TURBO PROPS BECAUSE NOISE TESTING WAS
21 NEVER DONE.

22 IT TURNS OUT THAT THE NOISE EFFECTS THAT
23 YOU GET FROM THEM ARE OFTEN WORSE THAN FROM HEAVY
24 AIRPLANES.

25 A. I'M SORRY IF I USED "IGNORING." THAT'S

1 NOT HOW I FELT.

2 Q. THAT'S NOT HOW I FEEL. I WAS AGREEING
3 WITH YOU.

4 A. THEY DON'T EQUATE TURBO PROPS AS GREATER
5 NOISE PROBLEMS.

6 Q. YOU MENTIONED THAT YOU HAD A SEPARATE MOU
7 WITH THE AIRPORT ON THE QUESTION OF EXPANDING SFO;
8 IS THAT RIGHT?

9 A. RIGHT. WE'VE HAD TWO MOU'S SO FAR.
10 THE FIRST ONE WAS TO INITIATE THE ROUND
11 TABLE, AND THE SECOND ONE WAS SIX YEARS AGO FOR THE
12 EXPANSION.

13 THIS IS THE \$2.5 BILLION EXPANSION THAT'S
14 BEING COMPLETED RIGHT NOW.

15 Q. RIGHT.
16 DOES THIS MOU ESSENTIALLY REQUIRE THAT
17 THE ROUND TABLE NOW SUPPORT EXPANSION?

18 A. IN A WAY, YES.
19 IT RECOGNIZES A NEED FOR SAN FRANCISCO TO
20 EXPAND.

21 ON THE OTHER HAND, IT SAYS THAT THE
22 AIRPORT WILL DO ALL THESE OTHER THINGS, LIKE THE
23 \$120 MILLION INSULATION PROGRAM, IN ADOPTING A NEW
24 WORK PROGRAM.

25 SUCH AS THE SINGLE EVENT NOISE STUDY.

1 AND THERE ARE OTHER THINGS, LIKE BACK
2 BLAST NOISE. THAT IS IDENTIFIED AS A MAJOR PROBLEM,
3 EVEN THOUGH IT'S NOT RECOGNIZED BY THE FEDS AND THE
4 STATE GOVERNMENTS AS BEING A PROBLEM.

5 BACK BLAST NOISE, THAT RUMBLING,
6 LOW-FREQUENCY NOISE, AND SO WE DO GO BEYOND THE
7 STATE AND FEDERAL REGULATIONS. WE IDENTIFY IT AS
8 THE PROBLEM.

9 THE AIRPORT SAYS, "WE AGREE. WE WILL
10 STUDY IT."

11 WE'RE NOW GOING TO A TEST HOUSE FOR
12 LOW-FREQUENCY NOISE BASED ON THAT LOW RUMBLING
13 NOISE.

14 WE WILL BE INSULATING THAT TEST HOUSE TO
15 SEE IF THERE'S ANY WAY TO REDUCE THAT FOR THOSE
16 PEOPLE THAT ARE DIRECTLY BEHIND RUNWAYS.

17 WE ARE ALSO LOBBYING FOR THE NEW RUNWAYS
18 TO BE -- TO BE FURTHER OUT IN THE BAY SO THAT THE
19 THRESHOLD OF DEPARTURE IS BASICALLY ANOTHER MILE
20 FURTHER AWAY, WILL REDUCE THE NOISE FROM BACK BLAST
21 BY ABOUT 34 DB.

22 SO THOSE ARE MANY OTHER THINGS THAT WE
23 DO.

24 YOU COULD SAY, YES, WE HAVE APPROVED IT
25 BECAUSE ON THE OTHER HAND, WE DO HAVE EMPLOYMENT

1 BENEFITS IN THE AIRPORT, AS WELL AS SUPPORT FOR OUR
2 COMMERCIAL DEVELOPMENT.

3 IF YOU KNOW SAN MATEO COUNTY, IT'S NOT
4 VERY STRONG COMMERCIALLY.

5 Q. TWO LAST QUESTIONS REAL QUICKLY.

6 HAVE YOU HAD MUCH LUCK IN GETTING THE
7 AIRPORT TO NOW HONOR THESE COMMITMENTS THAT YOU MADE
8 AS PART OF YOUR MOU, AND WERE THESE MITIGATIONS
9 ACTUALLY WRITTEN INTO THE ENVIRONMENTAL IMPACT FOR
10 THE PLANS THAT WERE THEN ADOPTED BY YOUR LOCAL
11 GOVERNMENT?

12 A. YES.

13 IF YOU TALKED TO LAWYERS, THEY'LL TELL
14 YOU THAT THE MOU MAY BE QUESTIONABLE AS FAR AS THE
15 LEGAL ENFORCEABILITY OF THE MOU.

16 AND SO WHAT WE DID IS AFTER WE AGREED TO
17 THE MOU, WE HAD IT INCORPORATED INTO THE EIR. SO IT
18 WAS A LEGAL DOCUMENT, AND IT'S THE EIS, ALSO IN THE
19 FEDERAL DOCUMENT.

20 Q. MR. CHINN, DID ALL THE CITIES AND ALL THE
21 IDENTIFIED NOISE ISSUES ALL BECOME PART OF THE WORK
22 PLAN? AT LEAST, DID EVERY CITY IDENTIFY THE
23 PROBLEMS THAT THEY WANTED LOOKED AT, SO THEY WERE
24 ALL IDENTIFIED IN THE BEGINNING THAT WENT INTO THE
25 WORK PLAN?

1 A. YES. I THINK AS -- I CAN'T THINK OF A
2 CITY THAT DID NOT SUPPORT THE WORK PROGRAM, NOR HAD
3 SOMETHING LEFT OUT THAT THEY WANTED.

4 I WILL SAY THERE WERE SOME CITIES THAT
5 DID NOT AGREE WITH THE MOU ON THE BASIS THAT IT
6 DIDN'T HAVE ENOUGH OR IT WAS -- THEY WANTED TO HOLD
7 OUT AND JUST NOT APPROVE IT.

8 SO THERE WAS THAT.

9 IN FACT, THERE WAS ONE LAWSUIT AS A
10 RESULT OF THAT, TWO CITIES GOT TOGETHER AND SAID,
11 "WE DON'T LIKE THE MOU. WE DON'T LIKE THE
12 EXPANSION PROGRAM. WE'RE SUING," AND THAT'S WHAT
13 HAPPENED.

14 Q. TO FOLLOW UP --

15 A. IT WAS THROWN OUT OF THE COURT.

16 Q. TO FOLLOW UP ON THAT, THEN, WITH
17 EVERYTHING IDENTIFIED, IN ANY SENSE, HOW MANY CITIES
18 ARE WE TALKING ABOUT IN THAT 65? I MEAN, HOW MANY
19 CITIES WERE A PART OF THIS ROUND TABLE? I DON'T
20 HAVE A GOOD SENSE OF NUMBER.

21 A. NINE IN THE FIRST ROUND.

22 AND THEN WE'VE GROWN, AND WE'RE NOW UP TO
23 23 OR SOMETHING -- NO.

24 THERE'S 20 CITIES IN SAN MATEO COUNTY,
25 AND ALL BUT ONE BELONGS TO THE ROUND TABLE.

1 Q. OKAY. AND THEN DID YOU PRIORITIZE WHAT
2 YOU WERE GOING TO LOOK AT IN THE WORK PLAN? BECAUSE
3 YOU OBVIOUSLY CAN'T LOOK AT EVERYTHING AT ONCE.

4 A. YES. YES.

5 WHAT WE DID THROUGH THE YEARS IS WE
6 IDENTIFIED CRITICAL ISSUES, HIGH-PRIORITY ITEMS.

7 WE CALL IT FAST TRACKING ITEMS, AND THOSE
8 WERE GIVEN HIGH PRIORITIES AND HAD TO BE VOTED FOR.
9 I MEAN, IT WAS ALL AGREED TO BY THE MEMBERS OF THE
10 ROUND TABLE.

11 Q. LAST QUESTION: HOW DID THE FOLKS IN SAN
12 FRANCISCO DEAL WITH CREDIBILITY OF INFORMATION YOU
13 WOULD GET FROM THE FAA IN THE SENSE OF COMMUNITY
14 MEMBERS THAT THAT'S NOT WHAT THEY'RE HEARING AND
15 SEEING BUT RESULT?

16 HOW DID YOU GET BEYOND THAT, OR DID YOU
17 EVER GET BEYOND THAT?

18 A. I THINK THERE'S ALWAYS GOING TO BE FINGER
19 POINTING, IF YOU WILL, THAT WE DON'T BELIEVE WHAT
20 WE'RE HEARING.

21 IT CROPS UP EVERY SO OFTEN, EVEN NOW
22 AFTER 10 YEARS, BUT I THINK, FOR THE MOST PART, MOST
23 OF THE MEMBERS OF THE ROUND TABLE AND THE AIRPORT
24 HAS DEVELOPED CREDIBILITY WITH THE COMMUNITIES, AND
25 THE FAA HAS DEVELOPED TREMENDOUS CREDIBILITY IN

1 SAN MATEO COUNTY BECAUSE OF THEIR EFFORTS IN
2 ASSIGNING PEOPLE TO WORK ON SPECIFIC ITEMS IN THE
3 WORK PROGRAM.

4 WE'VE HAD SOME BAD PEOPLE, TOO.

5 I MEAN, NOT ONLY CITY COUNCILMEN, BUT
6 ALSO FAA PERSONNEL AND ALSO AIRPORT PEOPLE.

7 SO I THINK YOU HAVE TO KIND OF KEEP TRACK
8 OF THAT AND WORK WITH IT, AND THAT'S WHY WE HAVE
9 CONSULTANTS LIKE WALT.

10 THE AIRPORT SUPPLIES THE FUNDING TO HIRE
11 CONSULTANTS THAT WILL WORK WITH THE ROUND TABLE, SO
12 THEY'RE BASICALLY INDEPENDENT OF THE AIRPORT, AND
13 THAT HAS CREATED A BETTER WORKING RELATIONSHIP.

14 Q. A COUPLE OF QUICK QUESTIONS.

15 DOES THE ROUND TABLE IN SAN FRANCISCO
16 CONFINE ITSELF TO NOISE ISSUES, OR DOES IT ADDRESS
17 OTHER ISSUES ARISING OUT OF THE AIRPORT'S OPERATION,
18 SUCH AS SAFETY ISSUES, ENVIRONMENTAL CONCERNS,
19 SURFACE TRAFFIC ISSUES, AND OTHER THINGS?

20 A. IT DOES.

21 I ALSO SAT ON OUR TRANSPORTATION
22 AUTHORITY IN THE COUNTY, AND ONE THIRD OF THE LAST
23 MOU HAD TO DEAL WITH SURFACE TRANSPORTATION.

24 WE WENT THROUGH THE STUDY OF RAPID
25 TRANSIT THROUGH THE COUNTY OR ALTERNATIVE METHODS,

1 THE FUNDING FOR IMPROVEMENTS ON OUR FREEWAYS, AND
2 PART OF THE MOU REQUIRES THAT THE AIRPORT FUND
3 CONTIGUOUS AREAS OF FREEWAY TO MEET THE DEMANDS AS
4 PROJECTED BY THE TRANSPORTATION AUTHORITY.

5 Q. HOW DID YOU DECIDE ON THE 65-MILE RADIUS?

6 A. SQUARE MILES.

7 THE STUDY WENT INTO THAT IN DETAIL.

8 Q. WAS IT A NOISE RELATED BOUNDARY?

9 A. YES. IT WAS CONTIGUOUS AREAS THAT THE
10 AIRPORT FROM THE STANDPOINT OF NOISE IMPACT.

11 THE ALUC THAT I SPOKE OF EARLIER ALLOWED
12 ONLY CONTIGUOUS AREAS GEOGRAPHICALLY, AND THAT WAS
13 THE FLAW THAT WE CHANGED.

14 Q. LASTLY, WHEN WE WERE SPEAKING BEFORE THE
15 MEETING STARTED, WE TALKED A LITTLE BIT ABOUT THE
16 STRUCTURE, AND I JUST WANT TO GET THAT ON THE RECORD
17 HERE.

18 I'M CORRECT, AREN'T I, THAT THE ROUND
19 TABLE IS FORMALLY ORGANIZED AS A JOINT POWERS
20 AUTHORITY?

21 IN OTHER WORDS, FORMAL PARTNERSHIP
22 BETWEEN CITIES?

23 A. ACTUALLY, IT WAS FORMED ON THE BASIS OF
24 AN MOU.

25 Q. OKAY.

1 A. NOT A JOINT POWERS AGREEMENT.

2 Q. OKAY.

3 A. THE INITIAL WORK, THOUGH, WAS DONE UNDER
4 A JOINT POWERS AGREEMENT, TECHNICAL AGREEMENT.

5 THE INITIAL JOINT LAND USE STUDY WAS
6 BASED ON THE JOINT POWERS BOARD AND AGREEMENT, YES.

7 BUT THE ROUND TABLE IS BASED ON AN MOU,
8 WHICH WAS THEN FORMALIZED, IN THE SECOND CASE, THE
9 EIR AND EIS FOR THE EXPANSION OF THE AIRPORT.

10 Q. FUNDING FOR THE ORGANIZATION?

11 A. OH, I'M SORRY.

12 Q. FUNDING COMES FROM THE CITIES, AND THE
13 TECHNICAL STUDIES COME FROM THE AIRPORT PROJECT.

14 A. THE FUNDING OF THE DAY-TO-DAY OPERATION
15 OF THE ROUND TABLE IS BASED ON A MAJOR CONTRIBUTION
16 FROM THE AIRPORT AND AN AMOUNT FROM EACH OF THE
17 CITIES.

18 AND I FORGET THE AMOUNT NOW, WALT. BUT
19 IT'S NOMINAL FOR THE CITY.

20 AND IT HAS AN INDEPENDENT STAFF, WHICH
21 WORKS FROM THE ROUND TABLE.

22 Q. YES. I'M ALSO THE PRESIDENT.

23 QUESTION FOR YOU, MR. CHINN: YOU STATED
24 THAT YOU HAVE ESTABLISHED NEW FLIGHT PATHS. I WOULD
25 LIKE TO ASK YOU: HAVE YOU ENCOUNTERED ANY TYPE OF

1 LEGAL OPPOSITION FROM THE COMMUNITIES THAT THOSE
2 FLIGHT PATHS ARE NOW FLYING OVER? ANY TYPE OF LEGAL
3 OPPOSITION?

4 A. ONE OF THE CRITERIA THAT WE HAVE ALWAYS
5 USED IS THAT WE WILL NOT SHIFT NOISE TO ANOTHER
6 COMMUNITY.

7 I'M NOT -- NOT SHIFT FLIGHTS BUT NOT
8 SHIFT NOISE.

9 THAT'S SORT OF THE GOLDEN RULE OF THE
10 ROUND TABLE, THAT WE WON'T USE OUR NOISE FROM ONE
11 COMMUNITY TO ANOTHER.

12 AS A RESULT, WE HAVE NOT RAN INTO
13 PROBLEMS OF A COMMUNITY DEBATING THAT ISSUE WITH THE
14 ROUND TABLE.

15 I DON'T THINK THAT'S EVER HAPPENED, NO.

16 Q. OKAY. SO RIGHT NOW, WITH THESE NEW
17 FLIGHT PATHS, YOU DO NOT HAVE ANY TYPE OF LEGAL
18 OPPOSITION TO THEM; CORRECT?

19 A. NO. NO. I DON'T THINK THERE'S EVER BEEN
20 ANY OPPOSITION.

21 THESE ARE NOT MAJOR FLIGHT CHANGES.

22 NOT PROCEDURAL CHANGES.

23 THEY ARE BASICALLY A MINOR CHANGE THAT
24 WILL REDUCE NOISE OVER COMMUNITIES.

25 Q. OKAY.

1 HAVE YOU EVER HEARD OF THE TERM
2 "PRESCRIPTIVE AIR RIGHT"?

3 A. YES, I HAVE. BUT I DON'T KNOW WHAT IT IS
4 LEGALLY.

5 Q. I DON'T EITHER.

6 A. I DON'T EITHER.

7 Q. WHAT I'M HOPING SOMEONE HERE TONIGHT CAN
8 GIVE ME A SPECIFIC DEFINITION OF THAT AND ALSO WHERE
9 I CAN FIND IT IN THE LEGAL TEXT.

10 I'M HOPING SOMEONE CAN.

11 TERI, WE WANT TO BE SURE WE'VE GOT THAT
12 QUESTION.

13 AND THEN, I'D FINALLY LIKE TO ASK THAT WE
14 INCLUDE IN THIS ROUND TABLE, INDIVIDUALS WHO ARE
15 FROM THE COMMUNITY, PEOPLE WHO HEAD ALL
16 ORGANIZATIONS, SUCH AS THE OSAGE HOMEOWNERS
17 ASSOCIATION AND OTHERS.

18 PARTICULARLY IN INGLEWOOD. OUR
19 REPRESENTATIVES, THOUGH THEY MAY BE FROM AMONGST US,
20 ARE NOT NECESSARILY WITH US, AS YOU CAN SEE HERE
21 TODAY.

22 SO WHAT I WOULD LIKE TO ASK IS THAT YOU
23 ADD, IN ADDITION TO ELECTED OFFICIALS TO THIS ROUND
24 TABLE, THOSE INDIVIDUALS WHO ARE COMMUNITY LEADERS
25 OF COMMUNITY ORGANIZATIONS WHO HAVE BEEN FIGHTING

1 THE AIRPORT FOR QUITE SOME TIME, INCLUDING MYSELF,
2 INCLUDING THE OSAGE GROUP.

3 A. WELL, I CAN'T SPEAK TO YOUR CIRCUMSTANCE
4 HERE, BUT WE DIDN'T GO THAT ROUTE BECAUSE WE FELT
5 THERE WAS A SYSTEMATIC WAY OF REPRESENTING PEOPLE,
6 THAT THE ELECTED PEOPLE WOULD REPRESENT THE WHOLE
7 COMMUNITY, NOT JUST ONE NEIGHBORHOOD OR ANOTHER
8 NEIGHBORHOOD.

9 AND I KNOW THIS IS VERY DIFFICULT, BUT IF
10 YOU HAD THE ELECTED OFFICIALS REPRESENT THE WHOLE
11 COMMUNITY, THEY ARE THEN RESPONSIBLE TO THAT WHOLE
12 COMMUNITY, AND THIS IS THE WAY WE DID IT.

13 Q. WELL, LET ME GIVE YOU AN EXAMPLE.

14 OUR LOCAL GOVERNMENT IS ASKING US TO SIGN
15 A DOCUMENT, THAT GIVES LAX PERMISSION TO FLY IN OVER
16 AND ADJACENT TO OUR PROPERTY.

17 OUR FORMER CITY MANAGER IS A FORMER
18 CONSULTANT TO LAX.

19 NOW, THIS GENTLEMAN NEGOTIATED. HE'S IN
20 OUR LETTER OF AGREEMENT.

21 NOW, OTHER THAN THE CITY OF LOS ANGELES,
22 WHO HAPPENS TO OWN LAX, PER SE, INGLEWOOD IS THE
23 ONLY CITY IN THE SOUTH BAY THAT HAS AGREED TO A
24 LETTER OF AGREEMENT.

25 ONCE AGAIN, OUR LUCKY REPRESENTATIVE,

1 I'LL GO ONE STEP FURTHER. THEY MAY LOOK LIKE US,
2 BUT THEY ARE NOT NECESSARILY WITH US.

3 WE NEED TO BE ABLE TO HAVE INDIVIDUALS
4 FROM THE COMMUNITY WHO ARE WITH US.

5 BECAUSE WE ARE HERE TO OPPOSE LAX
6 EXPANSION. MAKE NO MISTAKE ABOUT IT.

7 WE ARE OPPOSED TO IT BECAUSE OF THE NOISE
8 AND THE POLLUTION THAT IT IS CREATING IN OUR
9 COMMUNITY, OF INGLEWOOD, LENNOX, AND SOUTH CENTRAL
10 LOS ANGELES ON THE APPROACH. OKAY.

11 THANK YOU.

12 Q. QUESTION.

13 I WANT TO FOLLOW UP ON THAT BECAUSE YOU
14 TALK ABOUT CREDIBILITY, AND YOU MAKE THAT AS PART OF
15 YOUR SPEECH AS TO WHAT HAPPENED UP NORTH IN YOUR
16 CITY, BUT YOU MADE THE STATEMENT THAT A CONSULTANT
17 IS INDEPENDENT.

18 WHERE I COME FROM, A CONSULTANT WHO GETS
19 PAID BY LAX IS A CONSULTANT OF LAX.

20 HOW ABOUT EVEN IN THE PLAYING FIELD? LET
21 OUR OWN CONSULTANT FIGHT YOUR CONSULTANT AND MAYBE
22 GET A LINE OF COMMON GROUND. IS THAT SOMETHING YOU
23 WANT TO CONSIDER?

24 WE CAN GET OUR LAWYER UP HERE, BARBARA
25 LICHMAN, WHO REPRESENTS THE CITY OF HERMOSA BEACH,

1 AND LITIGATION IS PROBABLY ABOUT TO START.

2 SHE KNOWS ALL THE RULES, ALL THE
3 ENVIRONMENTAL RULES, PROBABLY HAS A BACKGROUND FAR
4 DEEPER THAN MOST PEOPLE HERE.

5 SO IF YOU WANT TO HAVE CONSULTANTS WORK
6 WITH THE COMMUNITIES, THE NEIGHBORS, WHY IS IT THAT
7 I CAN'T BRING HER TO THE ROUND TABLE TO REPRESENT
8 OUR INTEREST AS A CONSULTANT FOR US?

9 A. THERE ARE VARIATIONS TO THE ROUND TABLE.
10 OAKLAND JUST STARTED THEIRS, BY THE WAY.
11 IT'S CALLED THE OAKLAND FORUM, AND THEY HAVE A
12 TOTALLY DIFFERENT WAY OF ORGANIZING HOW THEY GET
13 TOGETHER, HOW OFTEN THEY MEET, THEIR WORK PROGRAM.

14 I DON'T THINK THEY ADOPTED IT YET.

15 I DON'T THINK SO.

16 SO, YOU KNOW, IT'S UP TO YOU FOLKS.

17 ALL I'M TELLING YOU IS WHAT WE DID UP
18 NORTH.

19 WE FEEL THAT THE ROUND TABLE HAS BEEN
20 ABLE TO CONTROL THE CONSULTANTS THAT HAVE WORKED FOR
21 THEM.

22 THIS GENTLEMAN HERE GOT IN TROUBLE WITH
23 THE AIRPORT JUST LAST MONTH BECAUSE HE SUPPORTED THE
24 ROUND TABLE'S POSITION, AND IT WAS CONTRARY, I
25 THINK, TO WHAT SOME PEOPLE IN THE AIRPORT THOUGHT.

1 SO, YOU KNOW, IT'S REALLY UP TO YOU FOLKS
2 AS TO HOW YOU WORK WITH YOUR CONSULTANTS.

3 Q. THAT'S TRUE. I MEAN, THE SOUTHERN
4 CALIFORNIA TASK FORCE, OF WHICH I WAS A MEMBER IN
5 THE EARLY MEETINGS -- I DON'T RECOGNIZE THIS
6 GENTLEMAN OVER HERE THAT SAYS HE WAS AROUND. I
7 GUESS HE WAS IN THE WRAP-UP MEETINGS, BUT THAT
8 ORGANIZATION UNILATERALLY KICKED US ALL OUT AFTER
9 THEY MADE THESE PROMISES FOR MEDIA LEDGERS. SOME OF
10 THE CITIES HAPPEN TO BE IN THIS PROBLEM TONIGHT.
11 THEY ARE STILL EXPANSION MEETINGS. THOSE ARE VERY
12 SERIOUS ISSUES AS WELL.

13 BUT WE'RE HERE BECAUSE THE FAA RENEGED ON
14 ITS PROMISES, AND WE HAVE TO GO THROUGH THIS AGAIN.

15 SO I THINK WE'RE A LITTLE WARY. YOU
16 KNOW, ONCE BITTEN, TWICE SHY.

17 WE'RE A LITTLE WARY OF CONSULTANTS
18 GETTING PAID THROUGH THE AIRPORT.

19 FOR EXAMPLE, NO OFFENSE, WHO IS PAYING
20 YOU FOR BEING HERE?

21 A. THE AIRPORT IS PAYING MY EXPENSES.

22 Q. YOU'RE NOT ELECTED ANYMORE, AND I KNOW
23 YOU'VE HAD A VERY LONG TERM AND VERY SUCCESSFUL ONE,
24 AND YOU'RE WELL SPOKEN, AND I DON'T MEAN ANY
25 DISRESPECT, BUT I MEAN, DO YOU CONSULT FOR THE

1 AIRPORT NOW?

2 A. YES. NOT FOR LAX.

3 Q. BUT YOU'RE IN THE AVIATION INDUSTRY?

4 A. NO. I'M ACTUALLY A RETIRED ARCHITECT,
5 AND AFTER 30 YEARS IN PRACTICE IN SAN FRANCISCO,
6 DURING MY POLITICAL CAREER, I RETIRED FIVE YEARS
7 AGO, AND, YES, I AM A CONSULTANT TO NOT ONLY A PAST
8 CLIENTELE, BUT WHOEVER WANTS TO HIRE ME, AND I'VE
9 GOTTEN INTO BIG BEEFS WITH SAN FRANCISCO AIRPORT,
10 TOO.

11 Q. WELL, I UNDERSTAND THAT.

12 I MEAN, MY CLOSING QUESTION WOULD BE, IS
13 THAT WHAT DISTURBS ME IS YOUR STATEMENT THAT YOU
14 HAVE ALL THESE CITIES TOGETHER, AND IT'S EASY TO
15 GET, FOR EXAMPLE, SOME CITY THAT'S NOT IMPACTED BY
16 NOISE TO GO ALONG WITH THE FLOW.

17 I KNOW A LOT OF CITY COUNCIL MEMBERS,
18 UNFORTUNATELY, WHO JUST LOVE TO GO TO MEETINGS --
19 THEY'VE NEVER DONE A GODDAMN THING. THEY JUST LOVE
20 TO GO TO MEETINGS.

21 BASICALLY, THE CITIES THAT REALLY GET
22 AFFECTED HAVE TO GET UP THERE AND CAUSE, YOU KNOW,
23 THEIR CITIES TO BE TAKEN CARE OF. THAT'S WHAT THEY
24 GET ALLEGED TO DO IF YOU'VE GOT TWO CITIES SUING
25 YOUR ROOF FOR NOT LISTENING TO THEM. WERE THOSE THE

1 TWO CITIES THAT WERE MOST HEAVILY IMPACTED BY THE
2 OVER FLIGHTS IN SAN FRANCISCO?

3 A. ACTUALLY NOT. MILLBRAE AND BELMONT SUED
4 THE AIRPORT FOR THEIR DEFICIENCIES, ALLEGED
5 DEFICIENCIES, IN THE EIR FOR THE MASTER PLAN.

6 AND IT WAS CONSIDERED IN MERCED, I
7 BELIEVE, AND IT WAS FOUND TO BE NOT LEGALLY
8 ACCEPTABLE.

9 Q. ANYWAY, IN CLOSING, I HOPE THAT WE GET TO
10 HAVE OUR CONSULTANT ON THIS ROUND TABLE. I THINK
11 EL SEGUNDO SHOULD BRING THEIR CONSULTANT DOWN FROM
12 SAN FRANCISCO. MAYBE WITH PEOPLE THAT REALLY
13 UNDERSTAND THE RULES AND REGULATIONS OF AIRPORTS AND
14 THE FAA, WE CAN CAUSE SOME POSITIVE CHANGE. THANK
15 YOU.

16 A. DOESN'T BARBARA LICHMAN REPRESENT FOSTER
17 CITY?

18 Q. SO YOU DON'T HAVE ANY PROBLEM WITH HER,
19 THEN?

20 A. I'M NOT IN POLITICS ANYMORE.

21 Q. NEITHER IS SHE.

22 A. SHE'S AN ATTORNEY.

23 Q. AS ACCUSTOMED AS I AM TO NOT KILLING THE
24 MESSENGER, I HAVE A COUPLE OF STRAIGHT QUESTIONS.

25 ONE WAS: WHAT IS THE GENERAL SHAPE OF

1 THE 65-SQUARE-MILE AREA, AND I'LL TELL YOU WHY I ASK
2 THAT QUESTION.

3 MY CITY IS APPROXIMATELY 10 MILES SOUTH
4 OF THE AIRPORT, MAYBE A LITTLE MORE THAN THAT, AND
5 IF YOU WERE TO CONSIDER THAT HALF OF THE AREA IS THE
6 OCEAN, IF YOU WERE TO DRAW A CIRCLE 130 SQUARE MILE
7 AREA WOULD BE 6.5 SQUARE MILES OR 6.5 MILES RADIUS
8 OF THAT SEMICIRCLE.

9 I'M KIND OF CURIOUS AS TO WHAT IS THE
10 SHAPE OF THAT BECAUSE WE HAVE A LINEAR KIND OF
11 SITUATION HERE. IT WOULD BE MORE LIKE AN "L" FOR
12 THE INCOMING AND THE OUTGOING, MOSTLY, BECAUSE OF
13 POLITICAL PRESSURE TAKING PLACE, FLYING NORTH,
14 FLYING SOUTH FIRST.

15 THE BEACH CITIES AND THE PENINSULA GET A
16 MAJORITY OF THE PLANES LEAVING LAX.

17 A. I WAS SURPRISED TO SEE THE LAYOUT OF YOUR
18 RUNWAYS TODAY.

19 THIS IS THE FIRST TIME I'VE SEEN IT.

20 NO. I MEAN THAT SERIOUSLY BECAUSE I
21 DON'T KNOW HOW IT OPERATES DOWN HERE.

22 OUR RUNWAYS -- WE ALSO HAVE FOUR UP
23 THERE, AND THEY CROSS EACH OTHER. TWO HEADING
24 NORTH-SOUTH AND TWO HEADING EAST-WEST, AND TO ANSWER
25 YOUR QUESTION --

1 Q. TIC-TAC-TOE?

2 A. IF YOU WILL. ACTUALLY, IT'S VERY BAD
3 PLANNING BECAUSE IT ACTS LIKE A FOUR WAY STOP SIGN.

4 Q. HELLO.

5 A. BUT IF YOU CAN LOOK AT A MAP -- AND I'VE
6 GOT IT HERE SOMEPLACE -- IT RELATES TO THE DEPARTURE
7 PATTERNS AS TO WHERE THAT 65 MILES IS.

8 AS I SAID EARLIER, IT'S BASED ON THE
9 CONTINUOUS IMPACT AREA.

10 Q. SO IT WOULD BE MAYBE A DOUBLE FAN OR
11 SOMETHING LIKE THAT?

12 A. WELL, YEAH. SORT OF. YEAH.

13 I'LL SHOW IT TO YOU LATER, IF YOU'D LIKE.
14 I'D BE HAPPY TO.

15 Q. THE OTHER QUESTION IS: IF YOU HAVE AN
16 MOU THAT ESSENTIALLY HAS SOLD THE FARM, WHAT GOOD DO
17 YOU EXPECT TO FIND FROM THE SINGLE EVENT NOISE...

18 A. IF YOU READ THE MOU CAREFULLY -- AND IT
19 WAS THE LEGAL SUPPORT FROM THE CITY'S SIDE -- WAS
20 THE LEGAL DEPARTMENT FOR THE COUNTY OF SAN MATEO.

21 THERE WAS CONSTANT DEBATE BETWEEN THAT
22 LEGAL STAFF AND THE CITY AND COUNTY OF SAN FRANCISCO
23 AS TO VERBIAGE.

24 THERE'S SOMETHING LIKE EIGHT DOCUMENTS
25 BESIDES THE MOU ITSELF AND CLARIFICATION AND INTENT

1 AND SO ON SO ON.

2 SO THE QUESTION ISN'T YOUR LEGAL SUPPORT.

3 I THINK YOU HAVE TO HAVE LEGAL SUPPORT
4 FOR WHATEVER YOU DO.

5 Q. WELL, IT BEGS A THIRD QUESTION, THE THIRD
6 QUESTION BEING THAT IF A SINGLE EVENT NOISE LEVEL IS
7 FOUND, IS THERE ROOM IN YOUR MOU TO DO ANYTHING LIKE
8 SHUT DOWN THE AIRPORT? CUT DOWN -- SANCTION THE
9 PILOT? BOYCOTT THE AIRLINES? WHAT HAPPENS?

10 A. YEAH. I DIDN'T FINISH MY ANSWER BECAUSE
11 I HAVE TO SAY I DRIFTED OFF A LITTLE BIT.

12 THE MOU DOES SAY, "WHAT DO WE DO? WHAT'S
13 THE NEXT STEP?"

14 DO WE -- IF WE FIND THAT CERTAIN THINGS
15 CAN BE DONE TO REDUCE NOISE -- AND I THINK YOU HAVE
16 TO, MAYBE, AGREE WITH ONE THING, THAT IF YOU HAVE A
17 CONSULTANT THAT DOES THE WORK FOR YOU AT THE ROUND
18 TABLE, THEN YOU WORK WITH THAT CONSULTANT, AND IF HE
19 FINDS THAT THE SINGLE EVENT NOISE METRIC IS A METRIC
20 THAT NEEDS TO BE LOOKED INTO FURTHER, THEN YOU HAVE
21 TO TALK TO YOUR CONGRESSIONAL DELEGATION TO CHANGE
22 THAT PART OF THE NOISE -- FEDERAL NOISE STANDARDS.

23 Q. OKAY. THAT'S EDA?

24 A. FAA.

25 Q. WELL, THE FAA TOLD US JUST VERY SHORTLY A

1 COUPLE WEEKS AGO THAT, IN FACT, THEY HAD NO CONTROL
2 OVER THAT, THAT THAT WAS A STANDARD THAT WAS SET BY
3 THE EPA.

4 A. IT'S A STANDARD SET AND ADOPTED BY THE
5 FAA, WHICH CAN BE CHANGED, IF ALL OF YOU ELECTED
6 PEOPLE KNOW THIS, IF YOU WORKED WITH YOUR
7 CONGRESSIONAL DELEGATION, YOU FIND SOMETHING THAT IS
8 BENEFICIAL TO YOUR CONSTITUENCY, IT'S BETWEEN YOU
9 FOLKS TO WORK WITH YOUR CONGRESSIONAL DELEGATION.

10 Q. WELL, RICK LEARNED OVER THERE IS WRITING
11 THAT DOWN.

12 A. WE HAVE ONE, TWO, THREE, FOUR -- I
13 BELIEVE THAT FIVE CONGRESSIONAL DISTRICTS IN THE BAY
14 AREA.

15 I MEAN, IN THE PENINSULA IN SAN
16 FRANCISCO.

17 Q. THAT WERE INVOLVED IN THIS PROCESS,
18 CONGRESSIONAL DISTRICT?

19 A. NO. THERE'S NO PROCESS YET.

20 WE ARE GOING THROUGH A SINGLE EVENT NOISE
21 METRIC STUDY RIGHT NOW, AND IF IT DETERMINES THAT
22 THERE IS SOMETHING THAT SHOULD BE DONE WITH THE FAA
23 NOISE STANDARDS, THEN I THINK A CONGRESSIONAL
24 DELEGATION WOULD BE FORMED.

25 Q. BUT THE CONGRESSIONAL DELEGATION, FIVE

1 DIFFERENT DISTRICTS THAT WERE IN THIS IMPACTED AREA
2 WERE REPRESENTED ON THE ROUND TABLE OR --

3 A. NO. THEY NEVER HAVE BEEN. I THINK WE
4 SAID THAT EARLIER.

5 Q. LET ME ASK THIS QUESTION.

6 BUT THEY HAVE BEEN INVOLVED WITH CHANGES,
7 AS I SAID. I HAD AN ISSUE. GOT INVOLVED WITH ONE.
8 ANOTHER ONE.

9 DIANE FEINSTEIN, SENATOR FEINSTEIN, HAD
10 BEEN INVOLVED WITH ANOTHER ONE.

11 BARBARA BOXER HAS BEEN INVOLVED WITH
12 ANOTHER ONE.

13 Q. I WAS GOING TO ASK YOU: WHO OWNS THE SAN
14 FRANCISCO AIRPORT? IS THAT THE CITY OF SAN
15 FRANCISCO?

16 SO THEY GET THE REVENUES FOR IT, AND THE
17 CITY ACTUALLY COMES OUT, AS WHAT IT DOES THIS YEAR?

18 A. IT'S LOCATED IN SAN MATEO COUNTY.
19 OUTSIDE YOUR JURISDICTION.

20 Q. THAT'S ALWAYS BEEN A BONE OF CONTENTION.

21 A. RIGHT. IT'S SIMILAR TO THE SITUATION,
22 THEN, IT SHOOTS OUT INTO THE OUTLYING COMMUNITIES.

23 Q. AND DO THEY HAVE AN AIRPORT COMMISSION?

24 A. YES, THEY DO.

25 Q. WHO APPOINTS THEM?

1 A. THE MAYOR.

2 Q. OF SAN FRANCISCO?

3 A. YES.

4 Q. SO IT'S A VERY SIMILAR SITUATION WHEN YOU
5 TAKE IN 65-MILE RADIUS, DON'T YOU THEN GET INTO THE
6 OAKLAND AIRPORT AREA?

7 A. SQUARE MILES.

8 Q. SO YOU DON'T GET INTO ANY OAKLAND OR --
9 HAVE YOU HAD ANY SUCCESSES IN GETTING TRAFFIC
10 DIRECTED INTO OAKLAND AND SAN JOSE AND THE OTHER
11 AIRPORTS IN YOUR AREA?

12 A. THE STUDY FOR THE RUNWAY RECONFIGURATION
13 IS THAT RIGHT NOW IT SAYS THAT BECAUSE OAKLAND
14 INTERNATIONAL AIRPORT HAS UNUSED CAPACITY, GA AND
15 TURBO PROPS AND TURBO JETS SHOULD BE ROUTED TO
16 OAKLAND TO INCREASE THE CAPACITY, CAPABILITY OF SFO.

17 SO, YOU KNOW, THAT'S ONE EXAMPLE.

18 Q. THEY ACTUALLY DIVERTED TURBO PROPS INTO
19 ANOTHER AIRPORT?

20 A. YES.

21 Q. HOW DO WE GET THAT DONE?

22 A. WELL, IF YOU READ THE NEWS REPORTS COMING
23 OUT OF THE NORTH, SAN FRANCISCO IS SUFFERING FROM
24 TWO PROBLEMS: ONE IS DELAYS, AND THE OTHER IS
25 CAPACITY.

1 AND THOSE TWO ISSUES IS THE DRIVING FORCE
2 FOR LOOKING AT HOW CAN WE INCREASE THE CAPACITY OF
3 SFO, AND IT'S ANALYZED SAN JOSE AIRPORT, OAKLAND,
4 TRAVIS, AND SEVERAL OTHERS.

5 Q. IS THAT SOMETHING THAT THE ROUND TABLE
6 DEALT WITH, WAS SUCCESSFUL IN WORKING WITH, OR IS
7 THAT JUST SOMETHING THAT THEY WERE DOING ANYWAY?

8 A. WE HAVE WHAT IS CALLED RAP-C, THE
9 REGIONAL AIRPORT PLANNING COMMITTEE. I ALWAYS
10 CHAIRED THAT FOR A WHILE.

11 THAT BODY IS A PLANNING AGENCY FOR ALL
12 THE AIR SPACE, OR THE 26 AIRPORTS AND AIR FIELDS IN
13 THE NINE BAY AREA COUNTIES.

14 SO RAP-C WENT TO THIS STUDY BECAUSE IT
15 GOES OUTSIDE OF SAN FRANCISCO AIR SPACE.

16 IT'S REALLY A REGIONAL PROBLEM, SO RAP-C
17 HAS LOOKED AT THIS AND SAID, "HERE'S WHAT WE THINK
18 SHOULD BE DONE."

19 THAT'S ONE OF THE --

20 Q. DIDN'T IT CAUSE A DISTURBANCE IN OAKLAND
21 TO HAVE THE TURBO PROPS DIVERTED OVER THERE?

22 A. WELL, YES AND NO.

23 THE PROBLEM WITH OAKLAND AIRPORT IS THAT
24 IT HAS CAPACITY. IT HAS SURPLUS CAPABILITY TO TAKE
25 ON MORE FLIGHTS.

1 IT ALSO WANTS A NEW RUNWAY OUT IN THE BAY
2 TO INCREASE ITS CAPACITY BY THE YEAR 2010.

3 SO YOU HAVE A SITUATION WORKING WHERE
4 OAKLAND WANTS SOMETHING, AND THEY ALSO NEED TO
5 SUPPORT SFO, IF YOU WILL.

6 SO THE REGIONAL EVALUATION IS LIKE
7 SOMEBODY'S GOTTA SIT DOWN AND FIGURE THIS OUT AND
8 THIS IS WHAT RAP-C JUST DID LAST WEEK.

9 I MEAN, THEY CAME OUT WITH THIS REPORT.

10 Q. OKAY. AND YOU HAVE SOME PRETTY STRINGENT
11 NIGHTTIME RESTRICTIONS AT SFO, DON'T YOU?

12 A. THERE'S A NOISE MITIGATION PLAN, AS
13 WELL AS NOISE REDUCTION PROCEDURES FOR NIGHTTIME,
14 YES.

15 AND ONE OF THEM IS BECAUSE THERE ARE LESS
16 FLIGHTS COMING IN AT NIGHT.

17 YOU CAN TAKE A REVERSE FLOW OF DEPARTURES
18 OVER THE BAY IN THE MIDDLE OF THE NIGHT SO THAT
19 THERE ARE LESS FLIGHTS OVER THE POPULATED AREAS FOR
20 DEPARTURES.

21 SO THERE ARE WAYS OF SOLVING THAT TO SOME
22 DEGREE.

23 Q. IS THAT SOMETHING THAT YOU GOT INVOLVED
24 IN?

25 A. YES.

1 Q. AND WORKED WITH THEM?

2 A. YES.

3 DEPARTURE IS SOMETHING THAT WE'VE BEEN
4 INVOLVED WITH AT THE ROUND TABLE.

5 WE'RE TRYING A 19 DEPARTURE NOW.

6 WE'RE ALSO TRYING A TEN DEPARTURE AND
7 HEADING UP THE BAY AS WELL AS HEADING DOWN THE BAY.

8 SO THESE ARE THINGS THAT ARE GOING --

9 Q. AND YOU'VE GOT THE CORPORATION TRYING NEW
10 DIFFERENT FLIGHT PATTERNS AND THINGS LIKE THAT?

11 A. YES.

12 Q. WITHOUT AN EIR?

13 A. YES. THE EIR IS VERY SPECIFIC, THAT IF
14 IT DOES NOT CAUSE AN IMPACT, IT GOES TO AN EA
15 PROCESS -- ENVIRONMENTAL ASSESSMENT -- AND THE
16 ASSESSMENT INDICATES THAT YOU HAVE NOT IMPACTED
17 ANYONE ELSE ENVIRONMENTALLY, IT CAN BE APPROVED
18 THROUGH THE EA PROCESS. THAT'S THE FEDERAL LAW.

19 THE STATE LAW.

20 IT'S MORE THAN NEGATIVE. YOU HAVE TO GO
21 THROUGH A STUDY.

22 Q. ONE OTHER QUESTION ABOUT FUNDING.

23 THOUGH YOU TALKED ABOUT WHERE THE FUNDING
24 CAME FROM, YOU DIDN'T TALK ABOUT THE FUNDING LEVELS.

25 THEY MIGHT BE INTERESTED IN THAT. HOW MUCH MONEY.

1 A. YEAH. I FORGET.

2 THE AIRPORT SUPPORTS THE ROUND TABLE, AS
3 I REMEMBER, ABOUT \$20,000 A YEAR -- NO. MORE THAN
4 THAT.

5 HOW MUCH ARE THEY PAYING?

6 THE MOU SAYS THAT THE AIRPORT WILL PUT
7 \$100,000 A YEAR TOWARDS THE ROUND TABLE.

8 EACH OF THE CITIES CONTRIBUTES ABOUT --
9 \$1,500 AND EACH OF THE COUNTIES CONTRIBUTES \$10,000.

10 THAT'S THE BASIC ROUND TABLE BUDGET.

11 BASIC.

12 THEN THE AIRPORT ALSO FUNDS AND SUPPORTS
13 SPECIAL STUDIES, AND THE FAA STAFF PUTS LOTS OF
14 HOURS INTO SPECIAL STUDIES.

15 Q. SO AM I UNDERSTANDING YOU CORRECTLY, YOUR
16 SINGLE EVENT NOISE STUDY WAS DONE BY THE ROUND
17 TABLE, OR WAS THAT DONE BY SFO?

18 A. IT'S BEING DONE UNDER THE ADMINISTRATION
19 OF THE ROUND TABLE.

20 Q. OF THE ROUND TABLE.

21 SO ARE YOU SAYING THAT THIS ROUND TABLE
22 COULD ALSO CONDUCT A SINGLE EVENT NOISE STUDY?

23 A. IF YOU WISH. IF THAT'S IN YOUR WORK
24 PROGRAM.

25 Q. OKAY.

1 NOW, THIS IS MY NEXT QUESTION: IN
2 CONDUCTING THAT NOISE STUDY, CAN THAT WIDEN THE
3 NOISE CONTOUR?

4 A. THE 65 DB C AND L NOISE CONTOUR?

5 Q. YES. CAN IT WIDEN IT?

6 A. WELL, NO, BECAUSE THAT'S A DIFFERENT
7 STANDARD. THE 65 DB C AND L NOISE CONTOUR IS BASED
8 ON AN AVERAGING OF NOISE.

9 A SINGLE EVENTS NOISE STUDY COULD COME UP
10 WITH ANYTHING. IT'S NOT DONE YET.

11 Q. COULD A SINGLE EVENT NOISE STUDY BE
12 CONDUCTED OUTSIDE OF THE NOISE CONTOUR TO PROVE THAT
13 THE NOISE CONTOUR NEEDS TO BE WIDENED?

14 A. NO. THAT'S TWO DIFFERENT ANIMALS.

15 THE SINGLE EVENT NOISE STUDY COULD COME
16 UP WITH A SPECIFIC DEFINITION OF IMPACT CAUSED BY
17 SINGLE EVENT.

18 THE NOISE CONTOURS YOU'RE REFERRING TO IS
19 A FEDERAL AND STATE ADMINISTERED AND DEFINED
20 PROGRAM -- OR NOT PROGRAM BUT CRITERIA.

21 Q. WHAT I WAS HOPING THAT, PERHAPS, WITH THE
22 SINGLE EVENT NOISE STUDY, WE COULD PROVE THAT PEOPLE
23 WHO ARE LIVING IN INGLEWOOD OUTSIDE OF THE NOISE
24 CONTOUR AND ARE IMPACTED BY NOISE, THAT THE NOISE
25 CONTOUR HAS WIDENED, THUS GIVING YOU THE AMMUNITION

1 TO GO TO LAX AND ASK THEM TO CONDUCT A NEW PART 150
2 STUDY TO WIDEN THE NOISE CONTOUR.

3 A. I CAN'T ANSWER THAT BECAUSE WE HAVEN'T
4 FINISHED A SINGLE EVENT NOISE STUDY, AND I DON'T
5 KNOW WHAT THE RESULTS ARE.

6 I THINK I KNOW WHAT'S GOING TO HAPPEN
7 BECAUSE IN MY FOLLOWING WHAT HAS TAKEN PLACE IN THE
8 LAST 25 YEARS, WE WILL PROBABLY COME UP WITH A NEW
9 DEFINITION OF NOISE IMPACT THROUGH SINGLE EVENT.

10 Q. HAVE YOU ATTEMPTED TO USE THE THREE
11 DEGREE FLIGHTS APPROACHING SAN FRANCISCO AT THE TOP
12 OF THE THREE DEGREE GLIDE SLOPE AS A DEDUCTION OF
13 NOISE LEVEL?

14 A. WE TRIED TO INCREASE THE SLOPE FOR
15 ARRIVALS TO BEYOND THREE DEGREES, AND IT HAS NOT
16 BEEN SUCCESSFUL.

17 Q. NOT BEYOND, JUST AT THE TOP END OF THE
18 THREE DEGREE. YOU KNOW, YOU HAVE A BOTTOM END OF
19 THE THREE DEGREE AND A TOP END OF IT. THAT'S WHAT
20 I'M REFERRING TO.

21 A. WELL, THE FAA STANDARD IS A THREE DEGREE
22 GLIDE SLOPE.

23 WE TRIED TO INCREASE THE GLIDE SLOPE TO
24 MORE THAN THREE DEGREES. THAT HAS NOT BEEN
25 SUCCESSFUL.

1 Q. I JUST HAVE A QUESTION.
2 YOU MENTIONED THAT THE TERM NOW, A COUPLE
3 TIMES CALLED THE WORK PROGRAM.
4 WOULD YOU BE MORE DEFINITE.
5 HOW DOES A WORK PROGRAM EVOLVE WHEN YOU
6 HAVE THIS ROUND TABLE GROUP IN YOUR CITY? WHAT
7 REALLY IS THAT, AND WHO SETS AGENDA?
8 I TAKE IT THIS IS SOMETHING THAT THE
9 GROUP IS GOING TO WORK ON TOGETHER WITH AIRPORT
10 CONSULTANTS.
11 A. WELL, I CAN'T SPEAK FOR YOU FOLKS AT THE
12 END, BUT WHAT WE DID UP NORTH IS THAT WE ALL AGREED
13 THAT IT'S IMPORTANT TO HAVE A WORK PROGRAM.
14 IN OTHER WORDS, IDENTIFY WHAT IT IS YOU
15 WANT TO DO. THE ISSUES. IMPACTED AREAS.
16 NEW PROCEDURES.
17 BACK BLAST NOISE.
18 THE SINGLE EVENT NOISE STUDY.
19 ON AND ON. INCLUDING SUPPORT FOR THE
20 ROUND TABLE BY THE AIRPORT.
21 AND BY SETTING THOSE ITEMS DOWN AS A WORK
22 PROGRAM AND IDENTIFYING THE PRIORITIES OF THOSE
23 ITEMS BY CONSENSUS, THEN YOU ARE ABLE TO THEN GO TO
24 THE NEXT STEP, WHICH IS TO HIRE THE CONSULTANTS TO
25 WORK ON THOSE ISSUES.

1 Q. BUT WHO DETERMINES THE PRIORITY, THE
2 WHOLE GROUP?

3 A. YES. BY CONSENSUS.

4 Q. WHAT HAPPENS WHEN YOU HAVE -- FOR
5 EXAMPLE, YOU'VE GOT DIFFERING INTERESTS.

6 INGLEWOOD, OBVIOUSLY, HAS APPROACH
7 PROBLEMS THAT ARE NASTY.

8 THEY HAVE SOME TAKE-OFFS LATE AT NIGHT
9 THAT ARE EVEN WORSE, JUST COMING OUT OF THE BLUE,
10 SOME 747S LOADED WITH GAS THAT ARE UNBELIEVABLY --
11 ARE TAKING OFF ACROSS THEIR CITIES.

12 OUR BEACH CITIES HAVE THESE TAKE-OFF
13 ROUTES, PENINSULA, HAS TURBO PROP ISSUES.

14 SO EVERYBODY'S GOT THEIR OWN PROBLEM.

15 HOW DO YOU PRIORITIZE, WITH ONE CITY? DO
16 YOU TAKE A STRAW VOTE AND DO FOUR CITIES AGAINST
17 THREE, OR DO YOU RECOGNIZE EACH CITY'S PROBLEM AS
18 BEING UNIQUE IN TRYING TO DEAL WITH EACH ONE AND
19 KNOCK OUT THOSE PROBLEMS SO EVERYBODY FEELS AS
20 THOUGH THEY'RE PART OF A GROUP THAT'S LISTENING TO
21 THEM?

22 A. ALL OF THE ABOVE.

23 Q. OKAY.

24 A. I THINK THAT'S REALLY THE ONLY ANSWER I
25 CAN GIVE YOU.

1 YOU HAVE TO DO IT BY CONSENSUS.

2 OTHERWISE, YOU'RE NOT GOING TO BE ABLE TO
3 FUNCTION.

4 I THINK THAT'S VERY IMPORTANT THAT YOU
5 ALL HAVE AN AGREEMENT, THAT YOU WORK TOGETHER AND
6 THAT THE FAA WILL ALSO SUPPORT YOU AS WELL AS THE
7 AIRPORT.

8 I THINK YOU'RE AN ELECTED OFFICE. YOU
9 KNOW THAT TO GET YOUR POINT ACROSS WITH YOUR
10 CONSTITUENCY, YOU HAVE TO GET ENOUGH VOTES TO
11 SUPPORT THAT INFORMATION.

12 Q. WELL, I TELL YOU WHAT I'M NOT GOING TO
13 DO. I'M NOT GOING TO SELL MY CITY SHORT TO TRY AND
14 MAKE A DEAL WITH THE REST OF THE GROUP.

15 I MEAN, I WILL DO THAT IN THE CITY WHERE
16 MY OWN BACKYARD IS, BUT THE LAST THING ANYBODY'S
17 GOING TO DO UP HERE, I THINK, THE REPRESENTATIVES
18 HERE, IS GOING TO SELL THEIR ISSUE DOWN THE RIVER SO
19 THEY CAN GET HALF THE PIE.

20 THEY'RE GOING TO COME HERE AND WANT TO
21 GET WHAT THEY THINK THEY'RE ENTITLED TO AND THAT'S
22 WHAT THEY OUGHT TO GET.

23 A. LET ME TELL WHAT YOU HAPPENED UP NORTH.

24 FOSTER CITY WAS THE ONLY COMMUNITY
25 IMPACTED BY ARRIVALS IN THE ORIGINAL MOU OF THE

1 ROUND TABLE.

2 ALL THE OTHER CITIES IN THAT ORIGINAL 12
3 WERE DENTURE IMPACTED COMMUNITIES.

4 WHAT DID I DO?

5 I TRIED TO WORK WITH THE OTHER 12 PEOPLE
6 OR 11 PEOPLE.

7 I TRIED GET MY POINT ACROSS THAT I ALSO
8 HAVE AN IMPACTED COMMUNITY.

9 AND I GOT MY PIECE OF THE ACTION, IF YOU
10 WILL.

11 Q. I GUESS THE LAST QUESTION I HAVE, THEN, I
12 MEAN, I'M WILLING TO WORK WITH YOU SO LONG AS THE
13 PEOPLE THAT HAVE THE POWER TO MAKE THE DIFFERENCE
14 ARE HERE.

15 THE THING THAT DISTURBS ME IS OUR PROBLEM
16 IS MOSTLY WITH THE FAA.

17 THE AIRPORT REALLY CAN'T DO MUCH FOR US
18 AND PROBABLY DON'T CARE TO DO MUCH FOR US ANYWAY.

19 BUT THE JURISDICTION OF THE AIRWAYS ON
20 FLIGHT PATTERNS IS EXCLUSIVELY WITH THE FAA.

21 LOS ANGELES WORLD AIRPORTS HAS SOME
22 LEEWAY, BUT WHEN YOU GET INTO IT, THAT'S WHERE IT
23 LIES.

24 IS THE FAA GOING TO BE PART OF THIS
25 PROCESS? HAVE THEY BASICALLY SHUFFLED THE PROCESS

1 OVER TO YOU WHERE THEY'VE WASHED THEIR HANDS OF
2 THIS?

3 I SAY THAT BECAUSE ON THE PIECE OF PAPER
4 THAT WE GOT, IT SAYS "FAA REPRESENTATIVES, EX
5 OFFICIO."

6 A. THE FAA -- WE HAVE BEEN GIVEN THE FAA'S
7 ASSURANCE THAT THEY WILL PARTICIPATE HOWEVER THEY'RE
8 ASKED TO PARTICIPATE IN THIS FORUM.

9 SO, BILL HAS GIVEN ME HIS ASSURANCE.

10 THE FAA IS HERE TONIGHT.

11 ONE THING THAT, I THINK, NEEDS TO BE
12 SAID: MR. CHINN CAME HERE TONIGHT AT LOS ANGELES
13 WORLD AIRPORTS' REQUEST, AT A SUGGESTION THAT WE
14 MADE LAST MONTH AT THE SOUTH BAY CITIES COG, LAX
15 ADVISORY MEETING, BECAUSE HE HAS BEEN AN ELECTED
16 OFFICIAL REPRESENTING A CITY THAT'S HEAVILY IMPACTED
17 BY AIRCRAFT NOISE IN SAN FRANCISCO.

18 HE IS NOT A CONSULTANT TO LOS ANGELES
19 WORLD AIRPORTS. HE IS NOT A CONSULTANT TO THE ROUND
20 TABLE.

21 HIS PURPOSE IN BEING HERE TONIGHT IS DO
22 SHARE HIS EXPERIENCES WITH THIS GROUP.

23 THAT'S ALL HE'S HERE FOR TONIGHT.

24 HE'S NOT A HIRED GUN ON THE PART OF LOS
25 ANGELES WORLD AIRPORTS TO LULL THIS BODY INTO SOME

1 SENSE OF FALSE SECURITY. OKAY?

2 HIS PURPOSE IN BEING HERE TONIGHT IS TO
3 GIVE YOU ALL -- AND, CANDIDLY, LOS ANGELES WORLD
4 AIRPORTS BECAUSE THIS IS NEW TO US AS WELL -- A
5 BETTER UNDERSTANDING OF HOW A FORUM THAT'S BEEN IN
6 EXISTENCE FOR QUITE AWHILE HAS WORKED.

7 NOW, IT'S GOING TO BE UP TO WHATEVER BODY
8 COMES OUT OF THIS AS TO HOW THIS FORUM ACTUALLY GETS
9 PRODUCED.

10 YOU MAY DECIDE THAT YOU DON'T WANT TO DO
11 ANYTHING THE WAY SAN FRANCISCO DID.

12 YOU KNOW, WE MAY WANT TO TRY AND GET
13 SOMEBODY FROM ANOTHER AIRPORT.

14 I MEAN, IT'S UP TO YOU GUYS AS TO WHAT
15 YOU WANT TO DO.

16 BUT THERE HAVE BEEN A COUPLE COMMENTS
17 MADE TOWARDS MR. CHINN THAT I THINK ARE UNFOUNDED.

18 HE'S HERE AS OUR GUEST TONIGHT TO SHARE
19 HIS EXPERIENCE AS A MAYOR AND A CITY COUNCIL MEMBER
20 OF THE NOISE IMPACTED COMMUNITY, AND I'D JUST LIKE
21 TO REMIND EVERYBODY OF THAT.

22 Q. I HAVE A TWO-PART QUESTION.

23 WHEN WILL THE SINGLE EVENT NOISE STUDY BE
24 COMPLETED, AND IS THERE A -- SECOND PART IS: IS
25 THERE AN INTERNET ADDRESS WHERE WE CAN FOLLOW UP ON

1 IT?

2 A. YOU CAN WRITE TO ME IF YOU'D LIKE, AND
3 I'LL GET IT FOR YOU.

4 I THINK THE SINGLE EVENT NOISE METRIC
5 STUDY WILL BE COMPLETED IN ABOUT SIX OR EIGHT
6 MONTHS. WITHIN SIX OR EIGHT MONTHS.

7 I'M JUST SAYING WHAT'S HAPPENING IN SAN
8 FRANCISCO, NOT HERE.

9 Q. IS THE STUDY BEING CONDUCTED BY THE
10 AIRPORT ITSELF OR BY THE FAA OR WORKING TOGETHER?

11 A. NO. THE STUDY IS BEING DONE BY AN
12 INDEPENDENT CONSULTANT, HIRED AND INTERVIEWED BY THE
13 ROUND TABLE, ALTHOUGH PAID FOR BY THE AIRPORT.

14 Q. THANK YOU.

15 JUST A CLARIFICATION: I THINK I'M THE
16 ONLY FEDERAL REPRESENTATIVE HERE.

17 A. YOU HAVE THE FAA.

18 Q. CONGRESSIONAL FEDERAL.

19 YOU MENTIONED YOU HAD FIVE CONGRESSIONAL
20 DISTRICTS, BUT THEY DID NOT PARTICIPATE IN THE ROUND
21 TABLE, AND MY QUESTION IS: DID THEY EVER LOOK AT,
22 IN YOUR PROCESS, A CHANGE IN THE FEDERAL NOISE
23 STANDARD?

24 A. NO -- THEY HAVE NOT BEEN INVOLVED WITH
25 THE ROUND TABLE BECAUSE THEY FELT THAT THE ROUND

1 TABLE HAS ADDRESSED THE ISSUE OF NOISE IN THE
2 COMMUNITY AND HAS A TRACK RECORD OF WORKING WITH THE
3 ROUND -- WITH THE AIRPORT AND THE FAA.

4 AS A RESULT OF THAT COMFORT LEVEL BY THE
5 CONGRESSIONAL DELEGATION, THEY HAVE NOT BEEN
6 INVOLVED WITH THE DAY-TO-DAY OPERATION.

7 SAYING THAT, THEY HAVE BEEN INVOLVED WITH
8 SPECIFIC ISSUES THAT I MENTIONED, BARBARA BOXER AND
9 DIANE FEINSTEIN -- WE HAVE GONE TO THEM AND SAID,
10 "WE GOT A PROBLEM. WE NEED YOU TO HELP US FOCUS IN
11 ON SOME NEW CHANGES WE WANT."

12 THE MEMO INTERSECTION IS A GOOD ONE.

13 THE JEPSON CHART SHOWS 4,000 FEET
14 CROSSING THE MEMO INTERSECTION AND, BECAUSE OF THAT
15 ISSUE, WE WERE ABLE TO RAISE IT ANOTHER THOUSAND.

16 Q. THOSE WEREN'T NOISE ISSUES?

17 A. YES. THEY ARE NOISE ISSUES IN THAT EXTRA
18 THOUSAND FEET WAS ABLE TO REDUCE OVER FLIGHT NOISE
19 BY 3 TO 4 DB, WHICH IS QUITE A DIFFERENCE.

20 Q. I GUESS I WAS TRYING TO GET AT, MAYBE, A
21 FLAW IN THE PROCESS. BY NOT HAVING FEDERAL
22 REPRESENTATION, IS IT YOUR THOUGHT THAT FEDERAL
23 REPRESENTATIONS MAY HELP GET THOSE ISSUES ADDRESSED
24 A LITTLE SOONER AND DID YOU EVER LOOK AT THAT
25 OPTION?

1 A. WE LOOKED AT GOING TO THE FEDERAL, TO THE
2 CONGRESSIONAL DELEGATION WHENEVER WE COULDN'T SOLVE
3 A PROBLEM AND WE NEEDED THE HELP.

4 I HOPE THAT MY -- I ANSWERED THIS BECAUSE
5 WHEN YOU CONSIDERED THE AMOUNT OF EFFORT THAT GOES
6 INTO THE ROUND TABLE AT THE MONTHLY MEETINGS, THERE
7 ARE SUBCOMMITTEES, THERE'S A WORK PROGRAM, AND
8 YOU'RE TALKING ABOUT, THE LAST TIME I COUNTED,
9 SOMETHING LIKE 14 SUPPLEMENTS ON DIFFERENT ISSUES.

10 BACK BLAST NOISE ON SINGLE EVENT NOISE.

11 ON CHANGING, WE JUST WENT THROUGH A
12 CHANGE IN THE TEST HOUSE LOCATION TO THE
13 SUBCOMMITTEE.

14 SO, YOU KNOW, IT IS REALLY HARD AND DIRTY
15 WORK, BUT IT PAYS OFF.

16 Q. WERE THE COUNTIES OF SANTA CLARA, SANTA
17 MATEO, AND THE CITY AND COUNTY OF SAN FRANCISCO
18 REPRESENTED AT THE ROUND TABLE? I KNOW YOU SAID THE
19 CITY OF SAN FRANCISCO WAS.

20 A. THE ORIGINAL MOU, THE FIRST MOU THAT WAS
21 DEVELOPED, IS BETWEEN THE CITY AND COUNTY OF SAN
22 FRANCISCO AND THE COUNTY OF SAN MATEO.

23 THERE HAVE BEEN DISCUSSIONS THROUGH THE
24 YEARS OF INCLUDING REPRESENTATION FROM SANTA CLARA
25 COUNTY, FROM BERKELEY, FROM HAYWARD, FROM A NUMBER

1 OF OTHER COMMUNITIES, AND MARIN COUNTY, AND IT'S
2 ALL -- THE APPLICATIONS HAVE NOT BEEN ACCEPTED ON
3 THE BASIS THAT WE'RE TARGETING ONLY ON SAN FRANCISCO
4 INTERNATIONAL AIRPORT. IF WE GO BEYOND THAT, AS I
5 SAID EARLIER, WE SHOULD GO TO RAP-C, THE REGIONAL
6 AIRPORT PLANNING COMMISSION, FOR THE REGION OF THE
7 STUDIES THAT ARE PERMIT.

8 Q. HAVE YOU EVER LOST ANY MEMBERS?

9 A. YES. COLMA RESIGNED BECAUSE THEY FOUND
10 THEY DIDN'T HAVE ANY NOISE PROBLEMS.

11 Q. WHY DID THEY JOIN IN THE FIRST PLACE?

12 A. BECAUSE THEY WERE WITHIN THAT 65 SQUARE
13 MILES.

14 Q. OKAY.

15 LASTLY, I THINK THIS IS PROBABLY MORE OF
16 A QUESTION FOR THE OTHER ROGER, BUT HAS LOS ANGELES
17 WORLD AIRPORTS THOUGHT ABOUT HOW MUCH MONEY IT WOULD
18 BE WILLING TO PLEDGE TO AN ORGANIZATION LIKE THIS IF
19 WE COULD SATISFY OURSELVES ON ISSUES UNDER THEIR
20 CONTROL?

21 A. HAVE WE THOUGHT ABOUT IT? YES. THE
22 ANSWER IS "YES," WE'VE THOUGHT ABOUT IT.

23 I CAN'T GIVE YOU AN ANSWER TO THAT YET
24 BECAUSE WE DON'T KNOW YET. WHAT WE'VE COMMITTED TO
25 RIGHT NOW. WE ARE WILLING TO CONDUCT, TO PROVIDE

1 STAFF, TO PROVIDE FUNDING, TO CONDUCT STUDIES
2 SIMILAR TO THE ONES THAT WE DISCUSSED TONIGHT.

3 I CAN'T PUT A DOLLAR VALUE ON THAT RIGHT
4 NOW, BUT I MEAN, WE ARE COMMITTED TO A SIGNIFICANT
5 UNDERTAKING.

6 I THINK, AS ROGER COULD TELL YOU, I THINK
7 YOU'VE GOT WHAT IS IT? A COUPLE OF FULL-TIME STAFF
8 RIGHT NOW.

9 A. THERE ARE THREE.

10 THREE FULL-TIME STAFF DEDICATED TO THE
11 WORK THAT'S BEING DONE UNDER THE ROUND TABLE.

12 THEY HAVE THEIR OWN OFFICE AND, YOU KNOW,
13 I CAN'T COMMIT FOR LYDIA AT THIS POINT IN TIME, BUT
14 WE ARE SERIOUS ABOUT DEVELOPMENT OF THIS ROUND
15 TABLE.

16 SO THAT'S NOT A NUMBER THAT I'M GOING TO
17 TELL YOU RIGHT NOW THAT WE WOULD NOT DO.

18 WE'RE COMMITTED TO HAVE SOMETHING
19 MEANINGFULLY.

20 WE STARTED A MEETING AT THE AIRPORT IN
21 THE INITIAL ONE, POSSIBLY TWO YEARS.

22 THEY PROVIDED A FACILITY.

23 WE DIDN'T HAVE A STAFF PERSON. SO THE
24 CITY COUNCIL SUPPLIED A STAFF PERSON.

25 WE FOUND OUT THAT IT'S BETTER IF WE MEET

1 OUTSIDE OF THE AIRPORT, SO WE MEET IN THE CITY OF
2 MONTEREY EVERY MONTH.

3 WE ALSO HAVE AN INDEPENDENT OFFICE IN
4 BURLINGAME FOR THE THREE PEOPLE THAT HAVE THEIR
5 OFFICES.

6 Q. THERE'S A NEWSLETTER. THERE'S A WEBSITE.
7 ANYTHING ELSE?

8 REAL QUICK, I'D LIKE TO FOCUS ON THE ATA.

9 A. OKAY.

10 Q. DID THEY PARTICIPATE WITH YOUR
11 ORGANIZATION? DID THEY COOPERATE WITH YOUR
12 PROPOSAL? WHAT CHANGES DID THEY DIRECTLY DO, ONCE
13 YOU CAME UP WITH THE PLAN -- AND JUST AS AN
14 OBSERVATION, THE ATA HAS CLOSED THEIR LOS ANGELES
15 OFFICE, AND THEY'RE NOT HERE TONIGHT, I DON'T
16 BELIEVE.

17 BUT AT THE SAME NOTE, I'D LIKE TO KNOW.

18 I'D LIKE TO KNOW, WHAT LEVEL OF
19 PARTICIPATION THEY WERE INVOLVED WITH, YOUR
20 ORGANIZATION.

21 A. IN THE INITIAL YEARS, THE ATA
22 REPRESENTATIVE ATTENDED ALL THE MEETINGS AND
23 PARTICIPATED IN THOSE ISSUES THAT WE ASKED THEM TO
24 PARTICIPATE IN.

25 I THINK WE WENT THROUGH THE SAME

1 SITUATION AS YOU HAVE RECENTLY.

2 THEY REALLY PHASED OUT THEIR
3 PARTICIPATION.

4 ON THE OTHER HAND, WE FIND THAT THE MOST
5 GOOD WE HAVE BEEN ABLE TO DO IS A WORKING
6 RELATIONSHIP WITH THE FAA AND WITH THE CHIEF PILOTS
7 AND WITH THE AIRPORT. I THINK THOSE ARE PRINCIPALLY
8 THE AREAS THAT HELPED US MOST. BUT YOU'VE GOT TO
9 GET THE LOCAL FAA PERSONNEL INVOLVED, NOT THE
10 FEDERAL LEVEL OR REGIONAL LEVEL.

11 AND I'M NOT SAYING THIS IN A DISPARAGING
12 WAY.

13 BUT THE LOCAL OFFICIALS OF FAA, BECAUSE
14 THEY ARE THERE, WE CAN CONTACT THEM IMMEDIATELY, AND
15 WE'VE DONE SOME REAL GOOD THINGS WITH THEM.

16 Q. DID THE ATA EVER OPPOSE ANYTHING THAT YOU
17 PROPOSED?

18 A. I THINK SO. I THINK EVERY ONE HAS
19 OPPOSED SOMETHING. ATA OR FAA.

20 IN FACT, I HAVE A -- I'VE ASKED FOR A
21 STUDY.

22 I'VE SUGGESTED A STUDY FOR MARIN COUNTY,
23 AN AIR SPACE STUDY, AND THEY CAME BACK AND SAID,
24 "THERE'S ONE PART OF THE STUDY IS NOT DOABLE, WHICH
25 IS OFFSHORE ARRIVALS BECAUSE OF CERTAIN TECHNICAL

1 THINGS.

2 SO, YES, THEY DO. ANY ONE OF THE BODIES
3 THAT ATA HAS OPPOSED SOME OF US.

4 I FORGET WHETHER THEY OPPOSED MDAMB OR
5 NOT, BUT I DEFINITELY -- THE PILOTS' UNION OPPOSED
6 THAT.

7 THIS WOULD HAVE BEEN A TREMENDOUS HELP TO
8 MY COMMUNITY, FOSTER CITY, IF -- WHICH IS AN OFFSET
9 PROCEDURE, THAT WERE ADOPTED. WE WOULD HAVE
10 ELIMINATED A TREMENDOUS AMOUNT OF NOISE.

11 Q. ACTUALLY, THERE'S A LOT OF SKEPTICISM AND
12 CRITICISM AND EVERYTHING ELSE.

13 AND IN ORDER FOR THIS THING TO WORK --
14 AND I'M HAPPY TO HEAR THAT THE COMMENTS FROM LOS
15 ANGELES WORLD AIRPORTS, TO BE QUITE FRANK WITH YOU,
16 AND I'M DISAPPOINTED ABOUT WHAT I HEARD ABOUT THE
17 ATA, BUT HOW DID YOU DEAL WITH THE FENCE MENDING
18 THAT NEEDS TO GO ON?

19 BECAUSE ALL OF US HERE HAVE REAL
20 SUSPICIONS ABOUT THE ATA, THE FAA, AND SOME OF US,
21 OUR OWN ELECTED OFFICIALS DOWN HERE.

22 HOW DID YOU DEAL WITH THAT WHOLE FENCE
23 MENDING PROCESS?

24 A. IT TAKES TIME, AND IT TAKES A LOT OF
25 EFFORT.

1 I GUESS I WAS PICKED FOR THE JOB BECAUSE
2 I REALLY DIDN'T HAVE ANY AX TO GRIND EXCEPT TO SOLVE
3 NOISE.

4 AND I REMEMBER THE FIRST TWO YEARS, THERE
5 WERE A LOT OF ANIMOSITIES DEVELOPED AND SPOKEN TO IN
6 EVERY MEETING.

7 BUT EVENTUALLY, I THINK EVERYONE FINALLY
8 REALIZED THAT WE'D BETTER JUST TRY TO FIND A MORE
9 PROACTIVE RELATIONSHIP AND TRY TO FIND SOME NOISE
10 RELIEF FOR OUR CONSTITUENTS.

11 I DON'T KNOW IF THAT ANSWERS YOUR
12 QUESTION. BUT YOU FOLKS WHO ARE IN ELECTED OFFICE
13 KNOW THAT YOU'VE GOT TO WORK TOGETHER WITH YOUR
14 COLLEAGUES TO GET ANYTHING APPROVED IN YOUR CITY
15 COUNCIL.

16 Q. I WANTED TO BUILD ON WHAT YOU JUST SAID
17 BECAUSE WE AT FAA ARE A BIG AGENCY, AND WE HAVE BIG
18 SHOULDERS, BUT I DO WANT TO SAY THAT THE FAA IS
19 COMMITTED TO THIS PROCESS.

20 WE'VE BEEN AT EVERY TABLE EVERY TIME, AND
21 NOT JUST ONE OF US, BUT TWO OF US, THREE OF US, FOUR
22 OF US. THERE ARE SIX OF US HERE TONIGHT TO RENDER
23 DIFFERENT AREAS OF EXPERTISE.

24 OUR COMMITMENT HAS BEEN MADE TO THE
25 COMMUNITIES, TO THE ELECTED OFFICIALS TO LOS ANGELES

1 WORLD AIRPORTS, TO THE CITIZENS THAT THE FAA WILL
2 CONTINUE TO OFFER GOOD WORKING RELATIONSHIPS, AND I
3 THINK YOUR COMMENT WHERE FENCE MENDING -- A LOT OF
4 THAT NEEDS TO BE DONE, AND THAT'S DONE THROUGH A
5 CONTINUING OF PROCESS, CONTINUING THE DIALOGUE.

6 WORKING TOGETHER CONSTRUCTIVELY AND WE
7 INTEND TO DO THAT.

8 WITH THAT SAID, I'D LIKE TO ASK A
9 QUESTION ABOUT THE LOGISTICS OF YOUR ROUND TABLE
10 MEETINGS.

11 HOW OFTEN DID YOU HAVE THEM, WHERE DID
12 YOU HAVE THEM, AND WAS THE PUBLIC INVITED, AND DID
13 YOU OR DO YOU HOLD PUBLIC MEETINGS?

14 A. ALL THE REGULAR MEETINGS OF THE ROUND
15 TABLE, WHICH IS A ONCE-A-MONTH, EVERY WEDNESDAY
16 NIGHT, PUBLIC.

17 AND, IN FACT --

18 I'M SORRY, EVERY FIRST WEDNESDAY, ONCE A
19 MONTH.

20 AND WE MEET AT THE SAME PLACE, SO NO ONE
21 GETS CONFUSED AS TO WHERE THE MEETINGS ARE HELD.

22 THE PUBLIC IS A MAJOR PARTICIPANT OF
23 THOSE MEETINGS.

24 SO THAT YOU CAN HEAR OUT THERE ALOUD AT
25 THE VERY BEGINNING OF THE MEETING TO SPEAK ON ANY

1 ISSUES THAT ARE NOT ON THE AGENDA.

2 IT'S ALSO IMPORTANT THAT THE SUBCOMMITTEE
3 STRUCTURE IS NOT SO MUCH NOT PUBLIC AS MUCH AS GIVES
4 THE CITY COUNCIL PEOPLE THE OPPORTUNITY OF QUICKLY
5 MEETING TOGETHER ON A DISCUSSION LEVEL.

6 SO REGULAR MEETINGS ARE PUBLIC.
7 SUBCOMMITTEE ARE NOT NECESSARILY PUBLIC.

8 Q. I THINK MY COLLEAGUE HERE HAS SOME
9 COMMENTS, TOO.

10 I JUST WANTED TO ECHO WHAT ELLY SAYS.

11 WE'RE HERE TO PARTICIPATE FULLY, AS WE
12 ALWAYS DO.

13 I THINK LIKE YOU MENTIONED BEFORE IN THE
14 ROUND TABLE.

15 WE HAVE FACILITY REPRESENTATIVES HERE,
16 AND I THINK THAT WILL HELP OUT.

17 I THINK THE KEY IS TO KEEP -- IF IT'S A
18 LOCAL ISSUE, TO KEEP IT LOCAL WITH THE FACILITIES SO
19 IT CAN EFFECT THE CHANGE.

20 I JUST WANT TO CLARIFY SOMETHING THAT WAS
21 BROUGHT UP ABOUT NOISE AND THE FAA ADOPTING 65 C AND
22 L, D, AND E. I'M NOT A NOISE EXPERT, BUT I DO KNOW
23 WHEN WE TALKED OVER AT THE REGIONAL OFFICE, THERE
24 WERE SEVERAL FEDERAL AGENCIES INVOLVED IN THAT
25 DECISION.

1 THE FAA DID ADOPT THAT, BUT PRIMARILY IT
2 IS USED AS A BENCH MARK FOR LAND USE CAPACITY. BUT
3 WE DO, YOU KNOW, NEED THE CHARGES.

4 THE FAA HAS GOT ITS OWN ORDER, 1015.

5 WE LOOK AT NOISE IMPACTS ALL OVER THE
6 REGION WHENEVER WE MAKE ANY KIND OF CHANGE.

7 BUT WHENEVER SOMETHING COMES UP THAT DOES
8 INVOLVE THE ENVIRONMENT OR NOISE, WE'LL BE SURE TO
9 GET SOMEBODY HERE FROM AIRPORTS AND SOMEBODY WITH A
10 BACKGROUND. WALT DOES ON ENVIRONMENTAL ISSUES, SO
11 WE CAN ANSWER THOSE QUESTIONS.

12 Q. DO YOU ALLOW THE PUBLIC TO VISIT
13 FACILITIES?

14 A. YES. ABSOLUTELY.

15 Q. WHEN THAT ORDER WAS UP FOR COMMENT,
16 PUBLIC COMMENT, THE ROUND TABLE DID MAKE A PUBLIC
17 COMMENT ON THAT PROPOSED ORDER OF THE FAA'S AND
18 SPECIFICALLY COMMENTED ON THE CRITERIA 65,
19 INDICATING THAT THEY -- AND ALSO SPECIFICALLY
20 COMMENTED ON THE USE OF SINGLE EVENT AS ANOTHER
21 METRIC THAT OUGHT TO BE INCLUDED.

22 AND THEY'RE ALSO DOING THAT SAME THING ON
23 THIS NOISE POLICY.

24 SO RATHER THAN 20-SOME INDIVIDUAL CITIES
25 TRYING DEAL WITH THE FEDERAL NOISE POLICY, YOU HAVE

1 A CONGLOMERATE OF 20 CITIES AS A SINGLE VOICE, AND
2 THEIR CONGRESSIONAL DISTRICTS COMMENTING ON A
3 FEDERAL POLICY, AND THAT'S GOT A LOT OF HORSEPOWER
4 TO IT. A LOT MORE THAN INDIVIDUAL CITIES.

5 A. BY THE WAY, THE ROUND TABLE IS LOOKING AT
6 SUPPORTING THE 65 THRESHOLD AND REDUCING IT DOWN TO
7 60.

8 THAT'S GOING TO HELP SOMEWHAT, TOO, AND
9 SOME OF THE OTHER AIRPORTS ARE DOING THAT.

10 THE AIRPORT DIRECTOR AT SFO SUPPORTS THAT
11 POSITION.

12 Q. GOOD EVENING.

13 I HAVE ONE COMMENT THAT I'M A LITTLE BIT
14 ON THE DARK SIDE. THE GENTLEMAN OVER HERE USED THE
15 WORD "SUSPICION," AND I THINK IT'S BEYOND SUSPICION.
16 IT'S DISTRUST OF THE FIGURES AND THE DATA THAT WE'VE
17 BEEN FED CONSISTENTLY.

18 ON THE LIGHT SIDE, I UNDERSTAND THAT LOS
19 ANGELES WORLD AIRPORTS HAS AN ENORMOUS PUBLIC
20 RELATIONS AND PUBLICITY BUDGET TO SELL THE AIRPORT
21 EXPANSION. THEY SHOULD HAVE SOME OF THAT MONEY THAT
22 THEY COULD CITE THEM INTO THIS GROUP THAT YOU'RE
23 PROPOSING.

24 NOW, TO BE SERIOUS, TO BE REALLY SERIOUS,
25 IT WAS A UNIQUE EXPERIENCE TO ATTEND THE TASK FORCE

1 MEETINGS.

2 THE ROOM WAS FILLED WITH A LOT OF BODIES.
3 THEY WERE FROM ALL DIFFERENT TYPES OF ORGANIZATIONS.
4 SOMETIMES THEY WERE FROM MORE ORGANIZATIONS THAN
5 OTHERS, AND I'M WONDERING HOW THIS WOULD BE HANDLED,
6 AND I WANT TO TRY AND MAKE A COMPARISON ON PEOPLE
7 AND MONEY.

8 IN THE CASE OF PEOPLE, HOW MANY ACTUAL
9 BODIES BELONGED TO THE ROUND TABLE IN SAN FRANCISCO?
10 HOW MANY BODIES?

11 A. IN SAN FRANCISCO?

12 Q. YES, SIR. AT THE SAN FRANCISCO AIRPORT.

13 A. OH.

14 Q. IN OTHER WORDS, THE ROUND TABLE THAT YOU
15 WORK WITH.

16 A. A MAJORITY HAS TO BE PRESENT FOR MEETINGS
17 TO TAKE PLACE, AND I THINK THERE'S ONLY BEEN THREE
18 IN MY MEMORY OF TEN YEARS, THAT THE MAJORITY DID NOT
19 ATTEND.

20 Q. TOTAL NUMBER OF MEMBERS.

21 A. OH, I THOUGHT WE WENT THROUGH THAT.

22 Q. I DON'T THINK HE MEANT HOW MANY MEMBERS.
23 IN OTHER WORDS, YOU SAID THE CITIES, THE COUNTIES.

24 A. OKAY. THE DIFFERENT -- THERE ARE 19
25 CITIES. THERE ARE 20 CITIES IN SAN MATEO COUNTY.

1 I'M ALMOST SURE 19 ARE REPRESENTED AS
2 VOTING MEMBERS.

3 THERE IS ONE FROM THE COUNTY, SAN MATEO
4 COUNTY.

5 THERE ARE THREE FROM THE CITY AND COUNTY
6 OF SAN FRANCISCO. AND THAT'S IT.

7 WELL, THE AIRPORT COMMISSION.

8 Q. SO HOW MANY IS THAT?

9 A. THAT'S 23.

10 Q. SAM, HOW MANY PEOPLE WOULD BE IN THAT
11 ROOM AT THE FAA? A HUNDRED? SEVENTY-FIVE? HOW
12 MANY CITIES WOULD THIS ENCOMPASS?

13 AND IT GETS BACK TO THE POINT THAT YOU
14 BROUGHT UP: HOW WOULD YOU GET YOUR ITEM THAT
15 IMPACTS YOU ON THE AGENDA IF YOU HAD 75 OR A HUNDRED
16 PEOPLE THAT BELONGED DOWN THERE?

17 THESE ARE THE KIND OF NUMBERS WE'RE
18 TALKING ABOUT, AND THAT'S A REAL PROBLEM.

19 THE NORTH SIDE OF THE AIRPORT IS ONLY
20 REPRESENTED BY ONE PERSON.

21 WE'RE TALKING ABOUT ALL THE CITIES. I'M
22 AGREEING.

23 I'M NOT TRYING TO BE DIFFICULT, I JUST
24 WANT TO PUT IT INTO PERSPECTIVE.

25 A. SURE.

1 EVERY TIME WE HAVE A COMMUNITY MEETING IN
2 ANY OF THE CITIES, THERE WILL BE, I WOULD SAY, 50 TO
3 A HUNDRED PEOPLE THERE.

4 THE ROUND TABLE MEETINGS EVERY MONTH, I
5 HAVE ABOUT ANYWHERE FROM 20 TO 40 PEOPLE IN
6 ATTENDANCE.

7 SO THEY ARE WELL ATTENDED.

8 I CAN'T, YOU KNOW, TELL YOU HOW TO SELECT
9 YOUR DELEGATION, BUT OUR SITUATION WORKED OUT VERY
10 WELL BY HAVING ELECTED PEOPLE, AND I KNOW THAT
11 THERE'S DISAGREEMENT ON THAT.

12 I DID FORGET ONE THING BECAUSE THIS
13 RELATES TO THIS. THE ORIGINAL MOU SAYS THAT THERE'S
14 GOT TO BE A TWO-TIER OPERATION OF THE ROUND TABLE.

15 THE FIRST TIER IS THE BODY THAT MAKES THE
16 DECISION. THE SECOND TIER IS CALLED THE TECHNICAL
17 BODY.

18 AND THAT'S TECHNICAL BODY RECOMMENDS
19 ACTION TO THE ROUND TABLE.

20 IT'S NEVER DONE THAT BECAUSE WE FOUND
21 THAT, AND I THINK ALL OF YOU, AS ELECTED PEOPLE,
22 WOULD APPRECIATE THAT IS THIS: YOU CAN'T ATTEND
23 MORE THAN ONE OR TWO MEETINGS A MONTH ON THIS
24 PARTICULAR ISSUE.

25 SO WE COMBINED THE TWO TOGETHER.

1 THE TECHNICAL BODY SITS AS AN ADVISORY AD
2 HOC COMMITTEE AT THE ROUND TABLE MEETINGS ON A
3 REGULAR BASIS TO ADVISE.

4 NOW, I DON'T KNOW IF THAT GIVES YOU A
5 SOLUTION OR NOT, BUT THERE IS THAT TWO-TIER
6 ORGANIZATION, THAT ORGANIZATION, THE ROUND TABLE.

7 Q. THE MONEY: WHAT WAS THE BUDGET FOR THE
8 ROUND TABLE, OR WHAT IS THE BUDGET FOR THE ROUND
9 TABLE THIS YEAR, TOTAL DOLLARS?

10 A. IT WOULD BE \$100,000, 15 FROM EACH OF 19
11 CITIES.

12 \$10,000 FROM THE CITY AND COUNTY OF SAN
13 FRANCISCO, AND \$150,000 FROM THE COUNTY AND \$10,000
14 FROM THE COUNTY OF SAN MATEO.

15 Q. 100,000?

16 A. 19 TIMES 1,500.

17 Q. IS, WHAT, ABOUT?

18 A. 30-SOME THOUSAND. AROUND THERE.

19 Q. 13, 38, 5 IS THE NUMBERS WE GOT OVER
20 HERE. AND THAT'S THE BASELINE BUDGET.

21 IN ADDITION TO THAT, THERE'S STAFF
22 CONTRIBUTIONS BY THE PARTICIPANTS.

23 AND ALSO SPECIAL STUDIES.

24 Q. OKAY.

25 WELL, I WAS GOING TO ASK ABOUT --

1 A. FUNDED BY THE AIRPORT. BY THE
2 ADMINISTRATOR OF THE ROUND TABLE.

3 Q. IN OTHER WORDS, IN ADDITION TO THE QUOTE,
4 THE BUDGET THAT YOU JUST DESCRIBED, THERE'S OTHER
5 MONEY THAT COMES FROM THE AIRPORT FOR SPECIAL
6 STUDIES?

7 A. YES.

8 Q. OKAY.

9 I THOUGHT THAT I HEARD THAT THERE ARE
10 THREE PEOPLE THAT ARE FULL-TIME STAFF MEMBERS THAT
11 ARE BEING PAID.

12 HOW DO YOU DO THAT ON THAT BUDGET?

13 A. SOME OF IT IS FUNDED BY THE COUNTY OF SAN
14 MATEO. SOME OF IT, NOT ALL OF IT.

15 DAVE IS PAID BY THE ROUND TABLE, BUT HIS
16 BENEFIT PACKAGE IS PAID FOR BY THE COUNTY, FOR
17 INSTANCE.

18 HE'S A COUNTY EMPLOYEE BECAUSE HE'S A
19 COUNTY EMPLOYEE. HE'S UNDER THE CIVIL SERVICE
20 PROTECTION.

21 Q. WHO DO THOSE THREE ADMINISTRATORS REPORT
22 TO? I COME UP IN AN ORGANIZATION WHERE SOMEBODY HAD
23 TO BE THE BOSS AND GIVEN THE INSTRUCTIONS AND FOLLOW
24 UP. WHO DOES THAT?

25 A. THE ROUND TABLES THROUGH THE CHAIR AND

1 THE SUBCOMMITTEE CHAIRS.

2 Q. OKAY. AND YOU'RE THE CHAIR?

3 A. NO. NOT ANYMORE. FOR 10 YEARS. I
4 WOULDN'T TAKE THAT JOB AGAIN IF YOU OFFERED IT.

5 Q. I WOULD SAY A LOT OF WORK NEEDS TO BE
6 DONE. IT'S VERY CHALLENGING. THANK YOU.

7 ONE OF THE THINGS THAT'S BEEN ASKED IS
8 THAT FOR PURPOSES OF TERI'S RECORDS, IF EACH OF YOU
9 WOULD IDENTIFY YOURSELF AND YOUR ASSOCIATION.

10 SHE JUST NEEDS TO HAVE THAT.

11 Q. YOU WERE AT THIS PROCESS FOR 10 YEARS,
12 AND IF I UNDERSTAND, IN THE LAST YEAR OR TWO, YOU'VE
13 DECIDED TO LOOK AT THE NOISE STANDARD OR WAYS TO
14 MEASURE NOISE.

15 I GUESS WHAT I'M GETTING AT IS THE
16 QUESTION OF WHAT ADVICE CAN YOU GIVE US, EFFORTS TO
17 TRY TO CHANGE, BY LEGISLATION OR OTHERWISE, THE
18 NOISE STANDARDS THAT MIGHT GIVE US A LITTLE HEAD
19 START ON THAT PROBLEM.

20 A. PART OF THE ONGOING ACTIVITIES OF THE
21 ROUND TABLE IS TO SUGGEST A CHANGE IN THE FEDERAL
22 NOISE STANDARDS.

23 TAKE IT TO THE ROUND TABLE, GIVE THEIR
24 COMMENTS OF INDIVIDUAL PROBLEM SOLVING.

25 AND THEN TAKE IT BACK TO THE ROUND TABLE

1 FOR ADOPTION.

2 THE AIRPORT HAS ALSO DONE THAT, AND OTHER
3 CITIES HAVE DONE IT INDEPENDENTLY, SUCH AS TIBURON
4 AND OTHER CITIES OUTSIDE OF THE ROUND TABLE.

5 Q. THE SINGLE EVENT NOISE STUDY THAT'S BEING
6 CONDUCTED -- ARE YOU GOING TO GET INPUT FROM THE
7 MEDICAL PROFESSION ON THE PHYSIOLOGICAL EFFECTS OF
8 NOISE?

9 A. NO. IT'S LOOKED AT PURELY FROM THE
10 STANDPOINT OF NOISE REDUCTION.

11 IF IT GOT BEYOND THAT AND BECAME
12 HOPEFULLY LONG, IF IT HELPS, THEN I THINK THE EPA
13 WOULD PROBABLY HAVE TO LOOK AT IT FROM THAT
14 STANDPOINT.

15 Q. WELL, I'VE GOT A QUESTION ABOUT HOW
16 THINGS WENT. MANY, MANY YEARS WENT BY, TEN YEARS,
17 YOU WERE CHAIRING THE ORGANIZATION.

18 DID SFO CONTINUE TO EXPAND WITHOUT THE
19 BENEFIT OF AN EIS DURING THAT PERIOD?

20 A. NO. NO. IT NEVER HAS THAT I CAN THINK
21 OF.

22 THEY ARE REQUIRED AND BOUND BY STATE AND
23 FEDERAL REGULATIONS TO GO THROUGH AN ENVIRONMENTAL
24 ASSESSMENT UNLESS THERE'S A NO IMPACT ASSESSMENT BY
25 THE PLANNING DEPARTMENT.

1 EXPANSION CAME THROUGH, WE QUESTIONED WHETHER THERE
2 WOULD BE ADDITIONAL NOISE PROBLEMS, THERE WOULD BE
3 EMISSION STANDARDS THAT WOULD EXCEED THE BAY AREA
4 AIR QUALITY REQUIREMENTS.

5 WE DID GO THROUGH THAT.

6 SO SFO HAS IN OUR EVALUATION, COMPLIED
7 WITH THE FEDERAL STANDARDS FOR ENVIRONMENTAL IMPACT
8 STUDIES AND REPORTS.

9 Q. WELL, ONE LAST QUESTION: THE REASON HE'S
10 ASKING THAT QUESTION IS THAT THE LAST TIME THE EIS
11 JOINT EIR WAS DONE FOR LAX WAS IN 1978. SO IT'S
12 BEEN FLYING NAKED FOR OVER 20 YEARS.

13 EIS AND EIR, WHICH WAS DONE EXTENSIVELY,
14 WAS PLANNED TO ACTUALLY -- THE REPORT THAT WAS
15 ADOPTED, REJECTED THE NOTION OF UNCONSTRAINED GROWTH
16 AT LAX, AND WHAT WAS SUPPOSED TO HAPPEN IS ONCE IT
17 GOT TO 44 MAD OR 40. IT WAS SUPPOSED TO CAP, AND
18 THE FURTHER GROWTH WAS SUPPOSED TO BE PUSHED OUT TO
19 THE ONTARIO-PALMDALE REGION.

20 NOW, THAT DIDN'T HAPPEN, AND THERE ARE
21 MANY OF US THAT CONTEND THAT THE FEDERAL LAWS HAVE
22 BEEN VIOLATED.

23 IF YOU READ NEPO, YOU ARE SUPPOSED TO
24 FOLLOW YOUR MOTHER DOCUMENT.

25 THE AIRPORT AND THE FAA, BASICALLY, ARE

1 TRYING TO AVOID HAVING TO BUCK UP TO THAT
2 CONSEQUENCE BECAUSE THEY LOOKED THE OTHER WAY FOR 25
3 YEARS, AND IF EIR -- EIR THAT WAS DONE, THEY TALK
4 ABOUT THE ADVERSE EFFECTS OF UNCONSTRAINED ROAD IN
5 THEIR REASONING FOR REJECTING THAT AS AN OPTION.

6 ONE OF THEM IS THE EFFECT ON RESIDENTIAL
7 COMMUNITIES WITH NOISE AND OTHER PROBLEMS, AND IT'S
8 WHAT WE'RE SEEING TODAY. WHY YOU HAVE THE PROBLEM.

9 MY QUESTION GOES TO THIS: I HAVE -- YOU
10 KNOW, THERE'S A LOT OF TALK ABOUT THE WAY PEOPLE
11 COMMENT AND SUSPICION.

12 I DON'T CARE ABOUT THAT.

13 YOU KNOW, SOME PEOPLE MAY NOT LIKE THE
14 WAY I QUESTION, BUT I JUST ASK THE QUESTIONS. THE
15 ANSWERS ARE GOING TO BE THE ANSWERS.

16 IF YOU DON'T LIKE THE TOUGH QUESTIONS, MY
17 RESPONSE IS, "TOO BAD."

18 I'M JUST HERE TO GET THE INFORMATION THAT
19 SOMETIMES WE GET AND WE DON'T GET. AND I WILL
20 PROMISE YOU, I WILL BE AS POLITE AS I CAN, BUT I
21 WILL ASK VERY, VERY TOUGH QUESTIONS WHEN I NEED TO
22 ASK THEM.

23 I HOPE THAT YOU ALL HAVE THE SENSITIVITY
24 TO DEAL WITH IT BECAUSE WE HAVE TO DEAL WITH A
25 PROBLEM THAT'S BEEN THRUST UPON US.

1 MY CONCERN IS MORE THAT YOU SAID WE COULD
2 SHAPE THIS ROUND TABLE ANY WAY WE CAN.

3 I DON'T WANT TO BE IN A PONTIUS PILOT
4 SITUATION WHERE I'M VOTING SOME BAD CONSEQUENCE ON
5 SOME CITY THAT THEY DON'T WANT.

6 THE SOUTHERN CALIFORNIA TASK FORCE WORKED
7 EXCEPTIONALLY WELL BECAUSE THE NUMBERS OF THE CITY'S
8 ELECTED OFFICIALS HAD A WORKING AGREEMENT FOR THE
9 TIME PERIOD THAT WE HAD UP UNTIL -- NOW IT'S BEEN A
10 DISSOLUTION, SOMETIME AROUND LAST DECEMBER.

11 WE WOULDN'T TAKE ANY ADVERSARIAL POSITION
12 AS TO ANY OTHER CITY.

13 WE WOULD NOT SAY ANYTHING ABOUT WHAT
14 INGLEWOOD MIGHT NOT DO. I'M NOT GOING TO DECIDE
15 WHAT INGLEWOOD SHOULD OR SHOULD NOT DO BECAUSE I
16 THINK THE FOLKS DOWN THERE KNOW IT BETTER THAN I DO.

17 THOSE FOLKS WOULDN'T BE TALKING ABOUT
18 WHAT HERMOSA BEACH SHOULD OR SHOULDN'T DO.

19 WE WOULD ALL RESPECT EACH OTHER AND KNOW
20 THAT WE'VE GOT PROBLEMS, AND WE TRY AND KNOCK THESE
21 PROBLEMS OUT ONE AT A TIME.

22 MY CONCERN, WHAT I'M HEARING, IS THAT
23 YOU'RE GOING TO HAVE SOME BOARDS VOTE ON ISSUES, AND
24 FRED MOCKENBAUGH, BUT WHAT FRED BROUGHT UP IS THAT I
25 CAN SEE WHERE HE'S GOING, AND I'M GLAD HE WENT THAT

1 WAY.

2 BECAUSE IF WE'RE GOING TO DO THIS, I
3 THINK, AND DO IT PROPERLY SO THAT NO ONE STANDS UP
4 AND STORMS OUT OF THESE MEETINGS IS THAT WE'RE GOING
5 TO HAVE TO BASICALLY NOT DO IT AS A MOB AND START
6 VOTING ON THESE ISSUES FOR DIFFERENT CITIES WHERE WE
7 DON'T LIVE.

8 WE'LL JUST PUT OUR ISSUES ON THE TABLE,
9 AND THEN WE'LL TRY AND KNOCK THEM OUT ONE BY ONE,
10 NOT JUST ONE AT A TIME.

11 WE'LL DEAL WITH THEM ALL TOGETHER.

12 AND I DON'T THINK THAT WE SHOULD EVER BE
13 IN A POSITION TO TRY AND DECIDE WHAT HAPPENS WITH
14 ANOTHER CITY. SO WITH THAT WORKING AGREEMENT, I
15 THINK THAT'S A POSITIVE STATEMENT. THAT'S WHERE I'D
16 LIKE TO GO TONIGHT AND HAVE AN AGREEMENT THAT IF WE
17 DO THIS, THAT'S HOW WE HANDLE IT.

18 SAM, YOU MADE ONE EXCEPTION TO YOUR
19 REMARK INITIALLY, AND THAT WAS THAT YOU WOULD
20 CERTAINLY WORK WITH THE CITIES THAT WERE IN YOUR
21 GENERAL AREA THAT WERE RECEIVING THE SAME PROBLEM OR
22 EXPERIENCING THE SAME PROBLEM THAT YOU WERE
23 EXPERIENCING.

24 DID YOU NOT?

25 AS LONG AS THEY WANT US TO REPRESENT

1 THEIR VIEWS, THAT'S FINE.

2 Q. OKAY.

3 THERE WAS ONE OTHER THING I WAS GOING TO
4 MENTION. THOSE OF YOU THAT HAVE WORKED ON THIS ARE
5 FAMILIAR WITH THE STATE NOISE REGULATION AND THE
6 VARIOUS PROCEDURE THAT GOES CYCLES THERE, THE LAST
7 FOUR OR FIVE CYCLES OF THE VARIANCE PROCESS AT SAN
8 FRANCISCO, THE ROUND TABLE HAS NEGOTIATED A SET OF
9 CONDITIONS, MUTUALLY ACCEPTABLE TO THE COMMUNITIES
10 INVOLVED IN THE ROUND TABLE, AND THE AIRPORT, AND
11 HANDED THOSE TO THE STATE AND SAID, "IMPOSE THESE ON
12 THE AIRPORT."

13 SO THOSE SET OF CONDITIONS HAVE BEEN
14 GENERATED LOCALLY.

15 NOT BY SOMEBODY IN SACRAMENTO OR NOT BY
16 SOMEBODY AT THE AIRPORT.

17 IT'S BEEN A VERY IMPORTANT PIECE OF
18 MUTUALLY AGREEABLE.

19 IT'S IDENTIFIED IN THE VARIANCE.

20 Q. WHAT LIMIT DID THEY SET ON NOISE? 40?
21 45?

22 A. NO. NO. IT DIDN'T SET A NEW STANDARD.
23 WHAT IT DID WAS IT SET NEW CONDITIONS FOR THE
24 VARIANCE ITSELF.

25 ARE YOU FAMILIAR WITH THE PROCESS THAT

1 GOES THROUGH?

2 THE -- ESSENTIALLY THE STATE HAS TO COME
3 BACK EVERY --

4 IS IT THREE YEARS, WALT?

5 THREE-YEAR CYCLE, AND SAY, "YOU,
6 MR. AIRPORT, IS NOT IN COMPLIANCE WITH THE STATE
7 REQUIREMENTS BECAUSE YOU ARE STILL IMPACTING HOMES.
8 THEREFORE, NEW STANDARDS HAVE TO BE IMPOSED ON THE
9 VARIANCE."

10 OUR ROUND TABLE HAS GOTTEN IN THE PROCESS
11 BY DEVELOPING THE CONDITIONS OF THE VARIANCE.

12 THE STATE HAS -- IN ITS WISDOM, HAS
13 SUPPORTED THE CONDITIONS OF THE VARIANCE AND THE
14 LAST TWO, IF NOT THREE CYCLES, AS I RECALL.

15 THE LAST THREE CYCLES, THE LAST NINE
16 YEARS.

17 THE NEXT CYCLE WILL TAKE PLACE IN 2001.

18 WE'LL GO THROUGH THAT AGAIN.

19 WITH YOUR PERMISSION, I WOULD LIKE TO NOW
20 MOVE THE MICROPHONE TO THE AUDIENCE, WITH ROGER HERE
21 TO RESPOND TO ANY QUESTIONS THEY MAY HAVE.

22 I KNOW THEY'VE BEEN WAITING. THEY MAY
23 HAVE HEARD SOME OF THEM.

24 I ASK THAT THEY HAVEN'T HEARD THEM ALL.

25 IN YOUR NOISE ABATEMENT PROGRAM, WHERE

1 YOU INSULATED HOMES, DID THE SAN FRANCISCO CITY AND
2 AIRPORT REQUIRE THE PEOPLE THAT HAD THEIR HOMES, TO
3 SIGN IT, AN ABROGATION.

4 A. EASEMENT.

5 Q. ABROGATION, WAIVER, GIVING UP ALL THEIR
6 RIGHTS BEFORE THEY GOT THE SOUND SYSTEM?

7 A. IT'S NOT GIVING UP ALL RIGHTS. IT'S AN
8 ABROGATION EASEMENT.

9 EASEMENT SAYS, IN VERY SIMPLE TERMS, THAT
10 IF YOU ACCEPT THE MONEY AND IT'S INSULATED, YOU WILL
11 NOT SUE THE AIRPORT UNLESS THE NOISE EXCEEDS THE
12 PRESENT LEVEL THAT IS BEING INSULATED FOR.

13 IT'S 45 DEGREES. I BELIEVE IT'S STILL
14 THE STANDARD.

15 INTERIOR OF THE HOUSES BE INSULATED SO
16 YOU WILL NOT HAVE MORE THAN 45 DB, AND IF THE
17 AIRPORT EXCEEDS THAT, THE EASEMENT'S GONE.

18 Q. IS THERE A TIMETABLE SET UP FOR A GOAL?

19 A. NO. IT'S IN PERPETUITY.

20 ONCE YOUR HOUSE IS INSULATED, YOU HAVE
21 AGREED THAT YOU WILL NOT SUE THE AIRPORT.

22 UNLESS -- AND I'LL REPEAT IT AGAIN --
23 UNLESS THE NOISE IN THE INTERIOR OF THE HOUSE
24 EXCEEDS 45 DB'S.

25 ONCE IT EXCEEDS IT, THE VARIANCE IS NO

1 LONGER IN EFFECT FOR YOUR PROPERTY.

2 Q. SINGLE EVENT?

3 A. NO. IT'S 65 DBC, AND IT'S ON THE
4 OUTSIDE, DETERMINES WHETHER YOUR HOUSE GETS
5 INSULATED OR NOT.

6 AND THEN THE CRITERIA BY THE FAA IS THAT
7 THE INTERIOR WILL BE INSULATED TO NO -- IT WILL NOT
8 EXCEED 45 DB.

9 Q. I HAVE A COUPLE QUESTIONS.

10 NUMBER 1, IS THE AIRPORT IN SAN FRANCISCO
11 OPEN ALL NIGHT?

12 A. YES.

13 Q. IS THERE A RESTRICTION ON WHICH WAY THEY
14 COULD FLY? I MEAN, CAN WE JUST TAKE OFF IN EITHER
15 DIRECTION OR OVER LAND? THAT'S WHAT I'M TRYING TO
16 FIND OUT.

17 A. YEAH. WHAT WE'VE TRIED TO DO IS DEVELOP
18 NEW NOISE ABATEMENT PROCEDURES, AND ONE OF THEM IS
19 THAT DURING THE NIGHTTIME HOURS, BECAUSE THERE ARE
20 LESS FLIGHTS COMING IN, THAT THEY TAKE A REVERSE
21 FLOW TOWARDS THAT APPROACH PATTERN, WHICH IS A 10
22 DEPARTURE OVER WATER.

23 Q. AND THEN A PART OF THAT IS YOUR SAN
24 FRANCISCO MAYOR -- IS HE IN WITH THIS? I MEAN, DOES
25 HE SUPPORT -- DOES HE COME TO THE MEETINGS?

1 A. NO. HE SENDS A REPRESENTATIVE.

2 Q. SOMEONE IS THERE FROM HIS OFFICE?

3 A. YES.

4 Q. ONE OTHER QUESTION I DO HAVE. ONE OTHER

5 THING I'D LIKE TO ASK IS: TURBO PROPS, BECAUSE

6 WE'RE REALLY IMPACTED WITH TURBO PROPS -- DO YOU

7 HAVE -- I DON'T KNOW HOW MANY AIRPORTS THERE ARE,

8 BUT ARE YOU, LIKE, SAY, FROM SAN FRANCISCO AIRPORT

9 TO OAKLAND TO SAN JOSE AND BACK AGAIN, LIKE A

10 TRIANGLE?

11 A. NO.

12 Q. SO YOU DON'T HAVE THAT --

13 A. I'M SORRY. GA WOULD, YES. GENERAL

14 AVIATION.

15 Q. THIS IS A PROBLEM THAT WE'RE HAVING

16 ACCORDING FROM LAX TO ONTARIO TO LONG BEACH TO

17 SAN DIEGO AND BACK AGAIN, AND IT'S CREATING QUITE A

18 PROBLEM.

19 THAT'S NOT TO SAY THAT THE ROUND TABLE

20 HAS NOT LOOKED AT TURBO PROPS AND SINGLE PROP GA'S

21 OR HELICOPTERS.

22 THE AIRPORT HAS JUST COMPLETED A

23 HELICOPTER STUDY THAT IS GOING TO GO BACK TO THE FAA

24 AND RECOMMEND THAT SOMETHING BE DONE.

25 WE FOUND IN ONE STUDY, FOR INSTANCE, THAT

1 ONE HELICOPTER TURNS OUT TO BE A SIGHTSEER, HOVERED
2 OVER ONE NEIGHBORHOOD FOR 45 MINUTES AND CREATED A
3 NUMBER OF NOISE PROBLEMS TO A POINT.

4 SO, YOU KNOW, THERE ARE -- OBVIOUSLY,
5 THERE ARE EMERGENCY HELICOPTERS, AND THERE ARE
6 SIGHTSEERS IN SAN FRANCISCO.

7 Q. ONE LAST QUESTION: WHEN YOU'RE DOING
8 THESE STUDIES FOR NOISE, ARE YOU TAKING IN THE
9 SURROUNDING AREAS, WHICH IS MOUNTAINS AND, YOU KNOW,
10 GULLIES AND PLACES WITH WHERE YOU'RE LIKELY TO HEAR
11 MORE NOISE?

12 I LIVE IN RANCHO PALOS VERDES.

13 WE HAVE A DIFFERENT PROBLEM. IT'S ALL
14 NOISE. IT'S NOISE.

15 IN YOUR STUDIES, DID YOU TAKE THAT INTO
16 ACCOUNT?

17 A. YES. DEFINITELY, THE TOPOGRAPHY OF THE
18 LAND IS VERY IMPORTANT TO THE ANALYSIS.

19 THE BACK BLAST NOISE IS A GOOD EXAMPLE.
20 THE PENINSULA IS LIKE A BOWL, SHAPED LIKE A BOWL,
21 AND THE BACK BLAST NOISE FROM A LONG DEPARTURE
22 REVERBERATES AGAINST THAT BOWL, SO THERE IS THAT
23 PROBLEM.

24 THIS IS ONE OF THE THINGS THAT WE'RE
25 LOOKING AT FOR THE SINGLE EVENT NOISE. FOR THE LOW

1 FREQUENCY NOISE STUDY.

2 Q. I WOULD LIKE TO KNOW, ON YOUR STUDY
3 COMMITTEES, DO YOU HAVE EXPERTS THAT YOU CONTACT
4 THAT SIT IN ON YOUR STUDIES AND DO THE
5 RECOMMENDATIONS?

6 A. YES. THE CONSULTANTS HAVE BEEN A VERY
7 KEY ELEMENT TO HOW THE SUBCOMMITTEES, AS WELL AS THE
8 ROUND TABLE, REACT TO A PROBLEM.

9 Q. WHO PAYS FOR THOSE?

10 A. THE AIRPORT PAYS FOR THEM, BUT THE ROUND
11 TABLE ADMINISTERS THE CONTRACT AND SELECTS.

12 Q. ON THE SINGLE EVENT NOISE IMPACT, I THINK
13 THE MEDICAL FIELD HAS BEEN DOING RESEARCH ON THIS,
14 AND SO IT MIGHT BE INTERESTING TO GET SOMEBODY ON
15 YOUR STUDY COMMITTEES THAT MIGHT BE FROM THAT AREA
16 OF EXPERTISE.

17 A. I THINK THAT THAT MAY HAPPEN, YES.

18 Q. I LIVE IN INGLEWOOD, CENTURY HEIGHTS.
19 I'VE BEEN OVER THERE FOR 25 YEARS, AND THE NOISE IN
20 THE LAST 25 YEARS OR MORE -- IT HAS DEFINITELY
21 DOUBLED AND INCREASED.

22 AND BESIDES THE NOISE, WE HAVE JET FUEL
23 FALLING ON US. SOME MORNINGS, YOU GET UP, OR
24 EVENINGS, YOU CAN'T HARDLY BREATHE.

25 SOME OF MY NEIGHBORS HAVE ALSO HAD BLUE

1 ICE FALLING IN THEIR YARD.

2 SOME OF THEM HAVE HAD PARTS OF LANDING
3 GEARS FALLING IN THEIR YARD.

4 THE PLANES FLY SO LOW, YOU COULD SEE THE
5 RIVETS ON THE BELLY, HEADS IN THE WINDOW, THE PILOTS
6 SITTING IN THE WINDOW, AND YET THEY TELL US THEY
7 FLYING 13,000 FEET. I DON'T THINK SO.

8 SO THE REASON WE FEEL THE WAY WE DO --
9 AND I DO HAVE SYMPATHY FOR ALL OF MY SISTER CITIES.
10 EVERYONE BACK HERE IN OUR AUDIENCE THAT'S DEALING
11 WITH SIMILAR PROBLEMS LIKE I WAS LIKE OURS, MAYBE
12 NOT THE SAME ONES, BUT SIMILAR PROBLEMS. WE ALL GOT
13 A LOT WE'RE FACED WITH, AND WE WANT IT CORRECTED.
14 ALL WE HEAR IS TO SPEAK AT THE MEETING. COME TO THE
15 MEETINGS. GO TO YOUR CITY OFFICE. TALK TO THEM
16 ABOUT IT.

17 WELL, HOW CAN YOU TALK TO YOUR CITY
18 OFFICIALS WHEN THEY DON'T EVEN WANT TO HEAR YOU?
19 THEY DON'T EVEN WANT TO DEAL WITH YOU. THEY DON'T
20 EVEN HELP US. THEY DON'T EVEN COME TO ANY MEETINGS
21 TO REPRESENT US, AND IF I DIDN'T SAY, I AM FROM
22 INGLEWOOD.

23 SUPPOSED TO BE A CITY OF CHAMPIONS.
24 WELL, RIGHT NOW, I SAY IT'S A CITY OF CHUMPS. OKAY.

25 AND WE WANT RESULTS.

1 WE TIRED OF BEING LIED TO, AND THE REASON
2 WE HAVE THE ATTITUDES THAT WE HAVE WHEN WE COME TO
3 THESE MEETINGS, BECAUSE WE HAVE BEEN LIED TO SO MANY
4 TIMES.

5 I REMEMBER I HAD WENT TO ONE MEETING
6 WHERE MS. LYDIA KINNARD WAS THERE, AND SHE SAID,
7 "DON'T LISTEN TO WHAT I SAY. FOLLOW MY ACTIONS ON
8 WHAT I DO."

9 OH, YEAH. WE FOLLOWED THOSE ACTIONS.
10 AND WE SEE WHERE WE AT, TOO. RIGHT BACK IN SQUARE
11 ONE.

12 BUT YOU KNOW WHAT? WE NOT GIVING UP.
13 WE WILL FIGHT TO THE END.

14 THANK YOU.

15 WE HAVE NEVER HAD AN ELECTED OFFICIAL
16 SITTING IN THESE MEETINGS.

17 WE HAVE NO REPRESENTATION.

18 WE HAVE NO CONGRESSIONAL REPRESENTATION.

19 WE HAVE NONE. WE HAVE PROMISED THIS.

20 SHE'S IN MAXINE WATERS' AREA. MAXINE
21 WATERS IS OUR CONGRESSWOMAN.

22 WE'VE HAD PROMISES THAT THEY'VE ALL
23 FALLEN FLAT.

24 I WOULD LIKE TO KNOW ABOUT THE AVOCATION
25 EASEMENT IN SFO.

1 HOW MANY YEARS ARE WE REQUIRED TO BE
2 UNDER THIS AVOCATION EASEMENT?

3 A. IN PERPETUITY. FOREVER.
4 UNTIL SUCH TIME THAT THE INTERIOR NOISE
5 EXCEEDS 45 DB.

6 Q. THAT'S ON THE OUTSIDE?

7 A. INSIDE.

8 Q. INSIDE?

9 A. YES.

10 Q. WHAT IS IT? 65 DB'S, C AND L?

11 A. ON A C AND L BASIS, THE AVERAGING BASIS.

12 Q. OKAY.

13 A. BUT THAT CONTOURS WHAT?

14 Q. IF YOU HAVE MORE FLIGHTS, IT COULD
15 INCREASE.

16 IF YOU HAVE QUIETER AIRPLANES, IT
17 DECREASES. SO WE FOUND THAT IT KEEPS CHANGING.

18 Q. WELL, OURS IS CONSTANT AND OURS IS 24
19 HOURS A DAY. AND IT'S HIGHER THAN IT SHOULD BE.
20 IT'S INCREASING, AND BY 2015, IT WILL BE IMPOSSIBLE.

21 OUR AVOCATION EASEMENT THAT OUR CITY
22 OFFICIALS HAVE SIGNED, ALONG WITH THE LETTER OF
23 AGREEMENT, STATES THAT, AS MIKE SAID, THE PLANES CAN
24 FLY OVER, ADJACENT, THROUGH YOUR PROPERTY. IF
25 ANYTHING HAPPENS TO YOU OF A NEGATIVE NATURE, LIKE

1 YOU LOSE YOUR HEARING, YOU ARE AFFECTED BY FALLING
2 DEBRIS, A PLANE CRASHES INTO YOUR HOME -- YOU CANNOT
3 SUE THE AIRPORT. AND THIS IS FOREVER.

4 A. I DON'T THINK THAT'S QUITE ACCURATE.

5 Q. OH, NO. YES, IT IS. IT'S NOT ACCURATE,
6 BUT THAT'S WHAT OURS SAYS, AND THAT'S THE ONE THAT
7 LOS ANGELES WORLD AIRPORT HAS FORCED OUR CITY,
8 COMMUNITY TO SIGN IF WE WANT INSULATION.

9 IT'S VERY PUNITIVE, AND WE HAVE NOT
10 CAUSED THE PROBLEM.

11 LOS ANGELES WORLD AIRPORTS HAS CAUSED THE
12 PROBLEM, BUT WE ARE THE VICTIMS OF IT, AND WE ARE
13 BEING VICTIMIZED OVER AND OVER AGAIN.

14 AND THE LAST -- I'M SORRY. I'M TRYING TO
15 BE BRIEF. I'VE HEARD NOTHING SPECIFIC ABOUT
16 ADDRESSING THE MITIGATION OF THE ENVIRONMENTAL
17 IMPACT ON INGLEWOOD.

18 PEOPLE ARE GETTING SICK. I HAVE PERSONAL
19 KNOWLEDGE OF NEIGHBORS WHO HAVE ADULT ASTHMA AFTER
20 THEY MOVED TO INGLEWOOD.

21 THEY HAVE SUFFERED CANCER.

22 THEY HAVE ALL SORTS OF MEDICAL PROBLEMS,
23 AND IT'S BECAUSE OF THE POLLUTION FROM THE
24 AIRPLANES.

25 I UNDERSTAND IF THE WEATHER IS 65

1 DEGREES, THEN THE PLANES CAN -- AND I DON'T KNOW HOW
2 TRUE THIS IS. THIS IS WHAT I'VE HEARD. THE
3 AIRPLANES ARE ALLOWED TO USE LEADED GAS. LEADED
4 FUEL, AND THAT IS DROPPING DOWN ON US.

5 WE CANNOT USE OUR PROPERTY THE WAY WE
6 WOULD LIKE TO BECAUSE IT'S FILTHY EVERY DAY.

7 BUT CLEAN IT, AND YOU COME OUT, AN HOUR
8 OR TWO LATER, IT'S FILTHY AGAIN.

9 WE NEED -- IF THAT ENVIRONMENTAL IMPACT
10 REPORT OR STUDY IS RELEASED WITHOUT A HEALTH
11 COMPONENT TO IT, IT IS FRAUDULENT, AND WE ARE NOT
12 GOING TO STAND FOR IT.

13 THANK YOU.

14 I'M DENNY SNYDER FROM THE OSAGE NEIGHBORS
15 ASSOCIATION.

16 WE REPRESENT THE NORTH SIDE OF THE
17 AIRPORT, BASICALLY.

18 AND IT'S ONLY RECENTLY THAT WE'VE BECOME
19 INVOLVED IN THE WHOLE FRAY BECAUSE, QUITE FRANKLY,
20 UP UNTIL A COUPLE YEARS AGO, IT WAS ONLY NOISY, AND
21 WE COULD TOLERATE IT.

22 IT'S CHANGED DRAMATICALLY OVER THE LAST
23 COUPLE OF YEARS, AND SO ONE OF THE THINGS THAT I
24 HAVE AS A QUESTION FOR YOU HAS TO DO WITH A
25 RELATIONSHIP BETWEEN CARGO AND PASSENGERS AND, ALSO,

1 THE AMOUNT OF FLIGHTS THAT YOU ACTUALLY HAVE.

2 ONE OF THE GREAT HANDOUTS THAT
3 COUNCILWOMAN GALANTER PUT OUT AT HER LAST MEETING
4 SHOWED THE RELATIVE SIZES OF THE AIRPORTS AND THE
5 NUMBER OF FLIGHTS GOING IN AND OUT.

6 AND I THINK THE REAL PROBLEM THAT WE ARE
7 FACING HERE IS THE FACT THAT YOU CAN'T GET TEN
8 POUNDS INTO FIVE POUND CANS.

9 AND SO IT REALLY DOES -- WHAT WE NEED IS
10 FOR PEOPLE TO STAND UP AND BE COUNTED, LIKE THE FAA,
11 WHO ARE GOING TO DIRECT THE FLIGHTS IN SUCH A WAY
12 THAT WE CAN MITIGATE SOME OF THE SAFETY ISSUES, AS
13 WELL AS THE NOISE.

14 THE SAFETY ISSUES, IN FACT, OUR TOURIST
15 BUREAU REALLY OUGHT TO BE TAKING ADVANTAGE OF THIS.

16 WE'RE THE ONLY CITY IN THE UNITED STATES,
17 WHERE ALL THE STARS MOVE AROUND RANDOMLY.

18 I GUESS YOU GUYS DIDN'T GET IT.

19 OH, WELL. BUT, ANYWAY, I WOULD JUST LIKE
20 TO SAY WE APPRECIATE THAT YOU'RE DOWN HERE TALKING
21 TO US.

22 WE DO NEED TO RESOLVE THE ISSUES BECAUSE
23 THEY AREN'T GOING TO GO AWAY.

24 WHAT WE ARE LOOKING FOR IS CAN YOU GIVE
25 US SOME IDEA OF -- YOU KNOW, YOU SAID YOU HAD SORT

1 OF A GENTLEMAN'S AGREEMENT AND AN MOA.

2 A. MOU.

3 Q. MEMORANDUM OF UNDERSTANDING.

4 IN ANY CASE, YOU HAD THOSE AGREEMENTS,
5 BUT WHEN PEOPLE DIDN'T FOLLOW THROUGH, WERE THERE
6 ANY TEETH AND WHO ENFORCED IT?

7 A. I SAID EARLIER THAT THE ROUND TABLE HAS
8 NO ONE, NO REGULATORY POWERS WHATSOEVER, AND IT IS
9 BASED ON, WHAT YOU SAY, ALMOST A GENTLEMAN'S
10 AGREEMENT.

11 I THINK IT'S MORE THAN THAT WHEN YOU CAN
12 GET ALL THESE VARIOUS PEOPLE TOGETHER AS WELL AS ALL
13 THE AGENCIES AND THEY'RE COMMITTED TO DOING
14 SOMETHING ABOUT IT, AND I THINK IT'S EFFECTIVE.
15 WHEN THERE'S NOTHING TO BE DONE, AS I SAID EARLIER,
16 I THINK THERE'S WAYS OF REMEDYING THAT.

17 YOU CAN GO TO THE PRESS. YOU CAN SAY THE
18 AIRPORT'S NOT DOING WHAT THEY PROMISED THEY WOULD
19 DO. AND THAT DOES GET A LOT OF MILEAGE.

20 Q. YOU RAISED ONE MORE QUESTION FOR ME, AND
21 I REALLY NEED TO RAISE THIS ISSUE, AND THAT IS A
22 SLIGHT DISPARITY IN THE WAY IN WHICH THE REPORTING
23 OF PROBLEMS OR ISSUES WITH LAX OCCURS, AND THAT'S
24 ONE OF THE REASONS THAT YOU HAVE A LARGE CONTINGENCY
25 FROM THE SOUTH BAY BECAUSE THEY GET GOOD COVERAGE

1 FROM THE DAILY BREEZE.

2 WHEREAS THE L.A. TIMES WILL ONLY MENTION
3 IF IT HAPPENS TO HIT THE A.P.

4 AN EXAMPLE IS JUST LAST WEEK, WHEN WE HAD
5 A NEAR COLLISION BETWEEN AN F 114, AND A LARGE JET.
6 THE BREEZE COVERED THE ENTIRE FRONT PAGE WITH ALL OF
7 THE INFORMATION. THE TIMES HAD AN ARTICLE OF THIS
8 SIZE.

9 THIS MEETING WAS NOT EVEN MENTIONED IN
10 THE L.A. TIMES.

11 AND I GUESS WHAT I'M SAYING IS IN
12 ADDITION TO SETTING UP A MECHANISM HERE IN ORDER TO
13 GET THE INPUT FROM THE PEOPLE WHO ARE TRULY
14 AFFECTED, WE NEED TO SOMEHOW GET THE WORD OUT.

15 THE SAME THING APPLIES TO THE FAA. THEY
16 ASKED US ABOUT NOISE MITIGATION. THEY BURIED IT IN
17 THE FEDERAL REGISTER.

18 IT WAS ONLY AT ONE OF THE MEETING, LAST
19 MEETINGS THAT IT CAME OUT THAT IT EXISTED, AND
20 THAT'S WHY SO MANY PEOPLE ASKED FOR EXTENSIONS.

21 WE, IN WASHINGTON, AND THEY DIDN'T EVEN
22 TELL US ABOUT IT.

23 I HAD TO DOWNLOAD ALL 16 MEGABYTES OF
24 THEIR SITE TO FIND IT.

25 Q. IF I CAN INTERRUPT HERE, I WANT TO BE

1 SURE HERE THAT WE GET THIS MICROPHONE BACK TO THE
2 OTHER PEOPLE THAT ARE WAITING IN THE BACK.

3 WE'RE TOLD THAT WE'RE OUT OF HERE AT
4 10:00.

5 I UNDERSTOOD THAT YOU SAID THAT OAKLAND
6 IS SETTING UP A ROUND TABLE WITH TOTALLY DIFFERENT
7 RULES AND REGULATIONS.

8 I WOULD LIKE TO KNOW, ROGER -- THE OTHER
9 ROGER, JOHNSON -- IF WE COULD HAVE A REPRESENTATIVE
10 FROM OAKLAND DOWN AND EXPLAIN THEIR ROUND TABLE
11 CONCEPTS THE SAME WAY MR. CHINN HAS.

12 AND, ALSO, I'M SURE MR. CHINN PROBABLY
13 DOESN'T KNOW WHY THEY CHOSE THE DIFFERENT METHOD,
14 BUT THOSE ARE QUESTIONS THAT I WOULD LIKE TO SEE
15 ANSWERED.

16 A. LET ME TELL YOU THAT WE'RE TRYING NEW
17 THINGS, AND -- I DON'T WANT TO SOUND DISPARAGING,
18 BUT IT'S --

19 Q. YOU'RE SMARTER THAN THEY ARE.

20 A. THE OAKLAND FORUM IS RUN BY THE PORT OF
21 OAKLAND.

22 WE CHOSE THE AIRPORT.

23 BY THE WAY, THE MOU WITH THE ROUND TABLE,
24 ANY CITY CAN WALK AWAY ANY TIME.

25 THE FAA CAN WALK AWAY ANY TIME. THE

1 AIRLINES CAN WALK AWAY ANY TIME.

2 THERE'S NO CONTRACTUAL COMMITMENT, AND
3 THEY ONLY STAY BECAUSE YOU THINK IT'S WORKING.

4 IF YOU DON'T THINK IT'S WORTH YOUR TIME,
5 THEY'RE GONE.

6 Q. I'M FROM INGLEWOOD. MY ADDRESS IS 3513
7 WEST 83RD STREET. I SAY THAT TO SAY THIS, AND THAT
8 IS MY FAMILY, ME AND MY WIFE, MOVED THERE 35 YEARS
9 AGO, AND WE VERY SELDOM HEARD, YOU KNOW, AIRPLANES
10 COMING OVER.

11 AND I'M WONDERING WHAT HAPPENED TO THE
12 PROPOSED AIRPORT ABOUT 40 YEARS AGO UP IN PALMDALE.

13 THIS AIRPORT HERE HAVE REACHED A POINT OF
14 SATURATION.

15 WHEREAS, A LOT OF DAMAGE HAVE BEEN DONE.
16 WHEREAS, I'M A MEMBER OF LAX IN, AND THAT IS STOP
17 THE EXPANSION. YOU'RE KILLING PEOPLE, AND YOU'RE
18 DRIVING THEM OUT INTO THE DESERT.

19 AND WE'VE GOT SOME NICE HOMES THERE, AND
20 ISN'T THERE A HUMAN ELEMENT INVOLVED?

21 ISN'T THERE -- WHAT I MEAN, JUST PLAIN
22 COMMON HORSE SENSE OR PLAIN OLD LOGIC.

23 MOST OF THE PEOPLE THAT'S FOR THIS
24 EXPANSION DON'T LIVE IN THIS AREA.

25 SO WE ARE DETERMINED TO STOP IT WHERE IT

1 IS TO SEE THAT IT DOESN'T EXPAND ANY FURTHER.

2 OTHERWISE, OUR CHILDREN HAVE A BURDEN
3 THAT THEY DID NOT CAUSE.

4 THANK YOU.

5 Q. THIS IS A COMMENT FOR THE ELECTED
6 OFFICIALS AND THE FAA AND WHOMEVER ELSE MIGHT BE
7 HERE THAT'S CONSIDERING THE ROUND TABLE.

8 IF THIS ROUND TABLE HAD BEEN IN EFFECT, I
9 THINK, AS LONG AS THE SAN FRANCISCO ROUND TABLE HAD
10 BEEN IN EFFECT, YOU WOULDN'T BE HAVING THE SAME
11 PROBLEMS YOU'RE HAVING TODAY.

12 I THINK WHAT YOU HAVE TO LOOK FORWARD TO
13 IS THE YEAR 2015 BECAUSE IT APPEARS THAT THERE'S AN
14 EXCELLENT CHANCE THAT THE EXPANSION OR SOME FORM OF
15 EXPANSION IS GOING TO TAKE PLACE AT LAX.

16 YOU'D BETTER START LOOKING TOWARDS THE
17 FUTURE AS TO HOW YOU'RE GOING TO STOP THE NEXT
18 EXPANSION, NOT JUST THIS ONE, BUT THE NEXT
19 EXPANSION.

20 THE OTHER COMMENT: BECAUSE THE VARIANCE
21 HEARINGS HAVE BEEN BROUGHT UP, AT THE PRESENT TIME,
22 LOS ANGELES WORLD AIRPORTS IS IN COURT TRYING TO
23 OVERTURN A JUDGE'S RULING ABOUT WHAT THE VARIANCE
24 SHOULD BE.

25 THERE WERE LONG ADMINISTRATIVE JUDGE

1 HEARINGS.

2 THE ADMINISTRATIVE JUDGE ISSUED A RULING.
3 THAT RULING WAS UPHELD BY THE SUPERIOR COURT, AND
4 THEY ARE NOW IN COURT TRYING TO OVERTURN THAT.

5 YOU SHOULD GO AHEAD WITH THE ROUND TABLE,
6 AND THE ULTIMATE THING YOU SHOULD DO IS WHATEVER YOU
7 COME UP WITH, HAVE MEANS AND METHODS TO ENFORCE
8 THOSE ACTIONS.

9 I WOULD LIKE A POINT OF CLARIFICATION
10 FROM THE FAA ON A POINT THAT I HEARD TOSSED AROUND
11 MANY TIMES.

12 ASIDE FROM BEING A REGULATORY COMMITTEE,
13 A COMMISSION THAT -- OR WHATEVER THAT SEES TO THE
14 SAFETY OF AIRPLANES THAT ARE IN THE AIR AND OVERSEES
15 THAT ASPECT OF IT, I'VE ALSO HEARD THAT THE FAA HAS
16 A MISSION TO PROMOTE THE COMMERCE OF AIRPORTS; IS
17 THAT TRUE?

18 A. CONGRESS REMOVED THAT FROM OUR MISSION A
19 COUPLE OF AREAS GO.

20 Q. AND SO WHO GOT THAT? IT MUST BE
21 SOMETHING.

22 A. WELL, OUR MISSION IS TO PROMOTE AVIATION
23 SAFETY, EFFICIENCY, AND SECURITY. THAT IS OUR
24 MISSION.

25 I CAN'T ANSWER YOUR QUESTION.

1 HOWEVER, SOME OF OUR REGULATIONS DO
2 REQUIRE US TO ENSURE THAT LOCAL AIRPORTS DO NOT
3 DISCRIMINATE AGAINST AIR COMMERCE.

4 SO IT'S IN THERE IN THAT WAY, BUT THE
5 PROMOTION IS GONE.

6 Q. OKAY.

7 A. FROM OUR MISSION.

8 Q. ALL RIGHT.

9 AND THE OTHER THING I WAS GOING TO ASK
10 YOU ABOUT: THE SFO ROUND TABLE, DO YOU ADDRESS
11 TRAFFIC MITIGATION ISSUES AS THEY RELATE TO
12 GAZILLIONS OF PEOPLE TRYING TO GET THERE? CAN YOU
13 SPEAK TO THAT AT ALL?

14 A. THE ANSWER IS "NO." THE ROUND TABLE
15 DOESN'T, BUT THE OTHER AGENCIES REPRESENTED OF THE
16 CITY COUNCIL IN SAN FRANCISCO DOES, AND I'D
17 MENTIONED EARLIER, I SAT ON THE TRANSPORTATION
18 AUTHORITY FOR SAN MATEO COUNTY, AND ONE OF THOSE
19 ISSUES IS HOW ARE WE SOLVING THE SURFACE TRAFFIC
20 PROBLEM.

21 AND THE MOU I TALKED ABOUT DOES REQUIRE
22 THE AIRPORT TO PROVIDE FOR THE IMPROVEMENTS OF
23 FREEWAYS ADJACENT TO THE AIRPORT.

24 Q. ONE MORE THING. I JUST WANT TO KNOW --

25 AND THIS IS SORT OF RHETORICAL -- WHY SHOULD

1 SOMEBODY WHO LIVES CLOSER TO PALMDALE HAVE TO DRIVE
2 TO LAX TO GO OUT OF TOWN?

3 MY CONCERN, WHICH YOU MENTIONED BEFORE,
4 WITH THE VARIANCE, IF YOU HAVE SOUNDPROOFING,
5 THERE'S A 45 DECIBEL LEVEL?

6 A. YES.

7 Q. IF IT GOES OVER, THE VARIANCE IS NULL AND
8 VOID?

9 A. NO. WE'RE MIXING TWO THINGS.

10 THE AVIATION EASEMENT IS REQUIRED OF ANY
11 HOMEOWNER THAT ACCEPTS MONEY FOR INSULATION UNDER
12 THE FAA PROGRAM OR ANY PROGRAM OF THE AIRPORT.

13 SO THE REQUIREMENT IS THAT IF THE NOISE
14 INSIDE THE HOUSE EXCEEDS 35 DB, THE EASEMENT NO
15 LONGER APPLIES.

16 Q. OKAY.

17 SO YOU CAN -- FIRST OF ALL, HOW DO YOU
18 PROVE THIS, THAT IT'S GONE THAT HIGH? IF THE
19 EASEMENT IS GONE, WHAT DO YOU DO? CALL THE AIRPORT?

20 A. WE HAVEN'T HAD THAT HAPPEN YET, BUT I'M
21 SURE IT WILL SOME DAY.

22 Q. I THINK IT'S HAPPENING IN INGLEWOOD. AT
23 HIGH SCHOOL, APPARENTLY.

24 A. YOU CAN DETERMINE YOURSELF BY GOING TO
25 RADIO SHACK AND BUYING A NOISE MONITOR AND DETERMINE

1 WHAT THE NOISE IS INSIDE YOUR HOUSE.

2 Q. I WANT TO CLARIFY ONE POINT ON THE
3 RESIDENTIAL. THAT PART 150. I'M FROM THE CITY OF
4 EL SEGUNDO. WE HAVE A RESIDENTIAL SOUND INSULATION
5 PROGRAM, TOO. WE DON'T REQUIRE AVIATION EASEMENTS
6 AND NEVER WILL.

7 THE REASON IS THE FAA DOES NOT REQUIRE.

8 THE AIRPORT PROPRIETOR IN THIS CASE THAT
9 REQUIRES IT, LOS ANGELES WORLD AIRPORTS, THE PEOPLE
10 IN INGLEWOOD OR WESTCHESTER OR PLAYA DEL REY, BUT
11 IT'S NOT REQUIRED IN ORDER TO OBTAIN FEDERAL
12 FUNDING.

13 WE MAKE UP THE DIFFERENCE OUT OF OUR OWN
14 CITY BUDGET FOR OUR CITIZENS FOR THAT MISSING 20
15 PERCENT OF THE INSULATION MONEY.

16 BUT THE FEDS DON'T REQUIRE IT.

17 A NUMBER OF THINGS HAVE COME UP THAT I
18 THINK SAM AND FRED, AMONG OTHERS, WERE RAISING.

19 WITH RESPECT TO THE ROUND TABLE AND
20 FORMAT OF THAT ROUND TABLE, I THINK EVERY COMMUNITY
21 HAS A UNIQUE SET OF CIRCUMSTANCES AND CONGRESSMEN
22 CLEARLY WOULD WANT ALL OF ITS CONSTITUENTS' CONCERNS
23 TO BE HEARD, AND TO THAT EXTENT, I JUST WANTED TO
24 ASK A QUESTION.

25 NOW, IN THE SAN FRANCISCO EXPERIENCE, THE

1 WAY THAT THAT WAS FORMATTED, WERE FOLKS IN
2 INDIVIDUAL COMMUNITIES, IF WE WERE TO ASK THEM, WERE
3 THEIR CONSIDERATIONS UPHELD AND MADE PART OF THE
4 RECOMMENDATIONS?

5 AND ESSENTIALLY WHAT I'M TRYING TO ASK IS
6 WERE THEY HAPPY WITH THE FORMAT? WOULD THERE BE
7 ANYONE THERE THAT WOULD PROBABLY WANT TO OFFER AN
8 ALTERNATIVE FORMAT TO INSURE THAT THE IMMEDIATE
9 COMMUNE --

10 A. WELL, I DON'T THINK ANY OTHER FORMAT HAS
11 EVER BEEN SUGGESTED.

12 THE ROUND TABLE IS A VERY UNIQUE ANIMAL.
13 IT'S THE ONLY ONE THAT'S EVER HAPPENED THAT I KNOW
14 OF. THE ENTIRE COUNTRY.

15 AND AS A RESULT, THERE HASN'T BEEN ANY
16 PROPOSAL TO CHANGE THAT FORMAT.

17 OAKLAND, AS I SAID EARLIER, IS TRYING A
18 NEW SYSTEM, AND THAT'S THEIR PREROGATIVE, AND AS I
19 SAID, THESE GENTLEMEN AND LADIES UP HERE WANT TO
20 THINK ABOUT OTHERS, TOO. I'M SURE.

21 SO ALL I'M DOING IS SHARING MY EXPERIENCE
22 WITH YOU FOLKS.

23 Q. MY NAME IS EMMA ANDERSON, AND I'M FROM
24 THE CITY OF INGLEWOOD, AND I'M WITH THE LAX IN
25 PROGRAM.

1 I WOULD LIKE TO KNOW, I'M CONCERNED ABOUT
2 THE NOISE INSIDE AND OUT, BUT WHO DO WE REPORT? YOU
3 SAID WE CAN GO TO RADIO SHACK, AND GET A MEASURING
4 DEVICE.

5 THEN WHO DO WE REPORT THAT TO? DOES
6 ANYONE COME OUT TO READ IT, OR WHO HONORS, YOU KNOW,
7 THIS REPORTING?

8 A. I DON'T KNOW HOW IF THE CITIES OPERATE
9 DOWN HERE.

10 IF YOU WERE IN SAN FRANCISCO OR IN
11 SAN MATEO COUNTY AND YOUR HOUSE WAS INSULATED AND
12 YOU HAVE DOCUMENTED PROOF THAT THE INSIDE OF YOUR
13 HOUSE HAS EXCEEDED 45 DB, YOU CAN WRITE A LETTER OF
14 PROTEST TO YOUR CITY, IN SAN MATEO COUNTY, AND THEY
15 ARE REQUIRED, THROUGH AN AGREEMENT WITH THE AIRPORT,
16 TO ADMINISTER THAT PROGRAM.

17 THEY CAN THEN REPRESENT YOU TO VALIDATE
18 THAT YOUR INTERIOR NOISE IS EXCEEDING 45 DB.

19 THEREFORE, THE EASEMENT IS NO LONGER IN
20 EFFECT TO YOUR PLOT.

21 Q. IS IT ANY WAY POSSIBLE THAT THE FAA MIGHT
22 BE ABLE TO --

23 A. I CAN'T SPEAK FOR THEM.

24 Q. I THINK THIS IS SOMETHING TO BE ADDRESSED
25 TO THE UPCOMING BOARD, IF IT'S SELECTED.

1 BUT IF THIS AVIATION EASEMENT HAS BEEN
2 MANDATED BY THE STATE OF CALIFORNIA, WHY IS IT THERE
3 ARE DIFFERENT VERSIONS OF THIS EASEMENT? IS THERE A
4 BENCHMARK STATING -- FROM THE STATE SAYING THAT WHAT
5 YOU JUST RECITED? BECAUSE WHAT YOU JUST RECITED AND
6 WHAT I'VE READ IN THIS EASEMENT THAT INGLEWOOD IS
7 DIFFERENT. WHY IS IT THAT THIS BENCHMARK WAS NOT
8 LOOKED AT?

9 I THINK THIS SHOULD BE ADDRESSED.

10 A. I THINK IT ALL DEPENDS ON WHERE THE MONEY
11 COMES FROM.

12 THAT'S REALLY THE BASIC ISSUE.

13 IF IT'S THE 80-20 PROGRAM BY THE FAA OR
14 IF THE FAA PAYS 80 PERCENT AND THE AIRPORT PAYS 20
15 PERCENT, THEN THE FAA COULD DETERMINE WHAT THE
16 RESTRICTIONS ARE OF THAT FUNDING.

17 AS THIS GENTLEMAN INDICATED ABOUT THE
18 CITY, IF THEY FUND THE WHOLE PROGRAM AND THEY HAVE
19 NO RESTRICTIONS ON ANYTHING, THAT'S ANOTHER WAY OF
20 OPERATING.

21 YOU BRING UP A VERY GOOD POINT ABOUT THE
22 STATE.

23 THE STATE TITLE 21 DOES REQUIRE AVIATION
24 EASEMENT.

25 Q. WELL, SHOULD IT HAVE BEEN A BENCHMARK

1 AT -- IF IT CAME FROM THE STATE AND THE STATE GIVES
2 YOU SOME SORT OF BENCHMARK OR SOMETHING THAT SAYS,
3 "HEY, THIS IS WHERE IT'S GOING"?

4 A. WELL, IT DEPENDS ON WHERE THE MONEY IS
5 AND WHAT STRINGS ARE TIED TO THAT MONEY.

6 Q. I'M A 21-YEAR RESIDENT WITH THE CITY OF
7 INGLEWOOD.

8 I DON'T THINK -- I WANT TO SAY THANK YOU.
9 I APPRECIATE YOU SHARING YOUR EXPERIENCES WITH US.

10 HOWEVER, YOU'VE GOT TO UNDERSTAND THE
11 FRUSTRATION HERE. MANY OF US IN INGLEWOOD DEAL WITH
12 BIG PLANES FLYING OVER OUR HOUSE 24-7, AND WE'RE NOT
13 EVEN INCLUDED IN THE PLAN TO GET OUR HOMES
14 INSULATED.

15 SO, I MEAN, WE HOPE THAT THIS ROUND
16 TABLE, IF YOU DECIDE TO GO FORWARD, WILL ADDRESS
17 THAT.

18 ALSO, I HAVE AN ISSUE WITH THE FAA AND
19 THE LOS ANGELES WORLD AIRPORTS BEING ALLOWED TO PULL
20 OUT IF IT'S NOT GOING THE WAY THEY'RE SUPPOSED TO BE
21 GOING.

22 AT LEAST THEY SHOULD BE COMMITTED.

23 BECAUSE WE'RE VERY LEERY AS CITIZENS AND
24 RELUCTANT TO DEAL WITH THEM BECAUSE OF WHAT'S BEING
25 DONE.

1 I CAN'T EVEN TALK ON THE PHONE IN MY OWN
2 HOUSE, AND I AM NOT DIRECTLY BY THE AIRPORT.

3 I'M CLOSE TO THE MANCHESTER END.

4 I CANNOT EVEN HEAR.

5 LAST NIGHT, I WAS INSIDE. I HAD TO STOP
6 MY PHONE CALL BECAUSE PLANES WERE FLYING OVER OUR
7 HOUSE.

8 I'VE RECENTLY RETIRED, AND I'M SPENDING
9 MORE TIME AT HOME. SO WHEN YOU SIT HERE AND SAY,
10 OH, NO, THE NOISE LEVEL IS NOT THAT GREAT, IT IS
11 LOUD FOR US.

12 MY FATHER IS IN INGLEWOOD. HE'S CLOSER
13 TO PRAIRIE AND CARLTON.

14 HE'S 77 YEARS OLD. YOU GO OVER TO VISIT
15 HIM, YOU CANNOT STAND OUTSIDE IN HIS PATIO. HE
16 CANNOT EVEN ENJOY HIS HOUSE.

17 HE TOLD ME YESTERDAY, HE HAS INCOME
18 PROPERTY NOW.

19 WITH ALL OF THIS MESS WITH LAX AND ITS
20 EXPANSION, I DON'T WANT TO BE DEALING WITH TWO
21 HOUSES THAT I'VE GOT TO THINK ABOUT WHAT I'VE GOT TO
22 DO. WE CAN'T PICK UP AND LEAVE OUR HOMES IN
23 INGLEWOOD.

24 THIS AVIATION EASEMENT IS ILLEGAL AND
25 UNCONSTITUTIONAL. WHY SHOULD WE PUT SOMETHING ON

1 OUR HOUSE AND SAY TO THE AIRPORT, "OH, GEE, YOU CAN
2 HAVE A PLANE FALL ON US"?

3 IT REALLY DEFINITELY SHOULD BE BORDERING
4 ON ILLEGAL.

5 YOU GOTTA UNDERSTAND WHERE WE ARE, HOW
6 THE CITIZENS FEEL ABOUT THE AIRPORT AND THE FAA.

7 YOU NEED TO COME HERE AND WE NEED TO
8 SETTLE THIS ISSUE HERE.

9 I'M NOT, YOU KNOW, TRYING TO MINIMIZE THE
10 PROBLEMS THAT OUR OTHER SISTER CITIES HAVE, BUT IN
11 INGLEWOOD, I'M FED UP.

12 ROGER, THANK YOU VERY MUCH, AND WE
13 APPRECIATE YOUR TAKING THE TIME AND THANK YOU VERY
14 MUCH FOR ALL OF THE QUESTIONS.

15 I HOPE THAT THERE'S AT LEAST AN
16 OPPORTUNITY TO GAIN SOME IDEAS, THOUGHTS, AND
17 CONCERNS THAT YOU MIGHT HAVE.

18 WHAT I'D LIKE TO DO NOW IS, WITH YOUR
19 PERMISSION, I THINK THERE ARE A NUMBER OF THINGS
20 THAT YOU MAY WANT TO ADDRESS WHILE YOU'RE HERE AND
21 THAT HAVE HAD THIS INFORMATION BEFORE YOU, IS
22 WHETHER OR NOT YOU WANT TO MEET AGAIN, WHAT KIND OF
23 FORMAT YOU WANT TO USE IF YOU MEET AGAIN.

24 WHETHER YOU WANT TO THINK ABOUT AN
25 INTERIM CHAIR THAT WOULD ADDRESS THAT.

1 I'M GOING TO HAND THE MIKE, AND THEN I'M
2 GOING TO GET UP HERE TO THIS SHEET.

3 A. WE KNOW THAT WE HAVE TO BE OUT OF HERE BY
4 10:00 O'CLOCK.

5 WE DO WANT TO WORK WITH YOU. WE VERY
6 MUCH WANT TO WORK WITH YOU.

7 WE WANT TO, HOWEVER, MAKE SURE THAT WE
8 REPRESENT THE INTEREST OF ALL THE CITIES AND THE
9 WORKING UNDERSTANDING IS WE'RE NOT GOING TO TRY AND
10 TAKE ANY VOTE THAT SOME OTHER CITIES DON'T WANT US
11 TO VOTE ABOUT.

12 IN OTHER WORDS, EVERYBODY'S GOING TO
13 RESPECT EACH OTHER'S PROBLEMS AND NOT SELL THE OTHER
14 ONE OUT.

15 NUMBER ONE.

16 WE'RE GOING TO STAY TOGETHER.
17 SOLIDARITY. WE'RE GOING TO TRY AND WORK WITH THIS.

18 BECAUSE THE TIME IS SHORT. I WOULD LIKE
19 TO MAKE A MOTION FOR INTERIM CHAIR FOR JOHN
20 MC TAGGART.

21 I'LL SECOND THAT. MIKE STEVENS OF
22 INGLEWOOD.

23 I'M NOT THE CHAIRMAN OF THIS MEETING. I
24 THINK YOU OUGHT TO CALL THAT TO A VOTE.

25 Q. RATHER THAN FORMALIZE IT LIKE THAT, IF

1 THERE'S NO OBJECTIONS TO THAT, IF THERE'S ANYONE
2 THAT HAS ANOTHER OBJECTION.

3 OTHERWISE, JUST CONSIDER IT ON AN INTERIM
4 BASIS TO START WITH.

5 A. WELL HE'S VOTED OUT. I WOULD MOVE THAT
6 HE'S IN.

7 Q. PRE STARTS IN.

8 A. YOU GET THE CREDIT, AND YOU GET THE --
9 WHATEVER.

10 ALL RIGHT. CALL A QUESTION. ALL THOSE
11 IN FAVOR.

12 AYE.

13 Q. IT'S DONE.

14 A. THIS IS AN ACCEPTANCE SPEECH, I THINK.

15 I WOULD REALLY WORK VERY HARD TO TRY AND
16 GET A REPRESENTATIVE FROM THE CITY COUNCIL OF
17 INGLEWOOD HERE.

18 WELL, IT LOOKS LIKE I'M OUT OF HERE
19 ALREADY.

20 WHAT TIME OF THE MONTH AND SIMILAR TIME
21 OF THE NIGHT?

22 Q. THIS IS A WEDNESDAY. IT IS THE SECOND
23 WEDNESDAY OF THE MONTH.

24 A. YEAH.

25 Q. WE SHOULD BE ABLE TO GET AT LEAST THE

1 PEOPLE WE HAVE HERE, AND I'D LIKE TO SEE A FEW MORE
2 PUBLIC OFFICIALS.

3 Q. OCTOBER?

4 A. OCTOBER, YES.

5 Q. GOT IT.

6 I GUESS, JUST A QUESTION. AND, AGAIN,
7 THIS IS NOT OURS, SO I'LL JUST LAY IT OUT RIGHT NOW.

8 THERE'S BEEN A MOTION. THERE'S BEEN A
9 VOTE.

10 HAS IT REALLY BEEN DECIDED AS OF THIS
11 POINT WHO THE VOTING MEMBERS OF THIS BODY IS GOING
12 TO BE.

13 I THINK TAKING A VOTE BEFORE THERE'S AN
14 AGREEMENT ON WHO'S ACTUALLY -- TO GET BACK TO HIS
15 CONCERNS, AND I DON'T HAVE -- AGAIN, IT'S UP TO YOU
16 GUYS.

17 A. I THINK THE WAY IT SHOULD HAPPEN, QUITE
18 FRANKLY, AS I THINK WE PUT TOGETHER, A FORMATION
19 COMMITTEE, FOUR TO FIVE PEOPLE, AND COME UP WITH A
20 SUGGESTION FOR THE NEXT MEETING, AND THAT WOULD BE,
21 I WOULD ASSUME, LOS ANGELES WORLD AIRPORTS WOULD BE
22 INVOLVED AND SOME ELECTED OFFICIALS.

23 SINCE YOU WANTED TO PUT IT THAT WAY, I
24 THINK, CERTAINLY, ALL THE CITIES THAT ARE AFFECTED
25 SHOULD HAVE A REPRESENTATIVE.

1 Q. ON THAT FORMATION COMMITTEE, KEEP GOING.

2 A. OKAY.

3 Q. THE SPECIFIC CITIES YOU WOULD SUGGEST.

4 A. WELL, CERTAINLY, YOU KNOW, I SAID
5 INGLEWOOD SHOULD BE HERE.

6 I THINK THEY SHOULD BE HERE. MIKE
7 STEVENS.

8 JUST FOR A MATTER OF RECORD.

9 A. I HAVE ABSOLUTELY NO OBJECTION TO HAVING
10 MIKE STEVENS SIT HERE IF -- I CERTAINLY WORKED WITH
11 HIM IN THE PAST. IF THEY DON'T SHOW UP, IT'S IT.

12 Q. JUST FOR THE RECORD, IF I COULD JUST SAY
13 THIS. IF I COULD JUST SAY THIS...

14 A. I WAS ELECTED TO CENTRAL COMMITTEE,
15 MR. JOHNSON, AND I HAVE THE CERTIFICATE GIVEN TO ME
16 BY CONNIE MC COMIC, REGISTRAR OF THE COUNTY OF LOS
17 ANGELES, JUST FOR YOUR INFORMATION, SIR.

18 Q. KEEP GOING.

19 I ALSO WOULD LIKE TO SEE REPRESENTATIVES
20 OF THE OTHER GROUPS CLEAR THE AIR AND PANIC GROUP BE
21 ABLE TO SIT WITH US BECAUSE THEY CERTAINLY HAVE A
22 STAKE IN THIS.

23 Q. WOULD YOU HAVE AN OPEN FORUM? THE PUBLIC
24 IS INVITED?

25 A. THAT'S RIGHT.

1 Q. IT WON'T WORK UNLESS WE HAVE THE STATE
2 HOLDERS INVOLVED IN FORMING THIS THING.

3 I THINK FOR RIGHT NOW, WITH ALL DUE
4 RESPECT, HE'S AN INTERIM CHAIR. LET'S JUST GO SLOW,
5 AND WE'LL FIGURE IT OUT AS WE GO.

6 LET'S TAKE BABY STEPS HERE.

7 YOU'LL JUST RUN A MEETING, AND WE'LL ALL
8 KIND OF DO WHAT WE DID TONIGHT.

9 THE NEXT MEETING WE'LL START TALKING
10 ABOUT ISSUES.

11 YOU'LL BRING ALL OF YOUR PEOPLE FROM THE
12 NORTH SIDE.

13 ONE OF THE ISSUES THAT WE'D LIKE TO BRING
14 UP FROM THE CITY OF LOS ANGELES TONIGHT IS THE ISSUE
15 OF NORTH SIDE REPRESENTATION VERSUS SOUTH SIDE
16 REPRESENTATION.

17 BECAUSE WE HAVE A NUMBER OF SMALLER
18 CITIES IN THE SOUTH BAY. THEY HAVE A GOOD AMOUNT OF
19 REPRESENTATION.

20 WHEN YOU TALK, FRED, ABOUT BODIES AT THE
21 TABLE, THIS BECOMES A REAL ISSUE.

22 ON THE NORTH SIDE OF THE AIRPORT, WE'VE
23 GOT ONE COUNCIL DISTRICT SPEAKING FOR THE ENTIRE
24 CITY OF LOS ANGELES AND THAT ENTIRE NORTH SIDE OF
25 THE AIRPORT, AND SO ARE WE DO HAVE A COUNTY

1 SUPERVISOR. THAT'S TRUE.

2 WE HAVE A COUNTY SUPERVISOR THAT'S VERY
3 MUCH INTERESTED IN THIS ISSUE.

4 I DON'T DISAGREE WITH YOU THERE.

5 BUT I THINK THAT WE DO NEED TO HAVE A
6 DISCUSSION ABOUT WHETHER OR NOT EXCEPTIONS NEED TO
7 BE MADE FOR MEMBERS FROM THE NORTH SIDE THAT ARE NOT
8 ELECTED OFFICIALS.

9 BECAUSE WE HAVE A BIG QUESTION ABOUT
10 REPRESENTATION, WHAT THAT'S GOING TO MEAN IF WE
11 ACTUALLY START VOTE VOTING ON IT.

12 THE THING IS, WE NEED SOLIDARITY. NOBODY
13 SELL EACH OTHER OUT. WE'LL STAY TOGETHER. NOBODY
14 SELL EACH OTHER OUT.

15 Q. NORTH SIDE L.A. CITY, MR. SNYDER,
16 QUESTION MARK. ARE THERE ANY OTHER ISSUES LIKE THAT
17 THAT YOU WANT TO BE SURE?

18 WE'VE GOT A FORMATION COMMITTEE STARTED.

19 WE'VE GOT THROUGH IT, AND WE DIDN'T GET
20 ANY FURTHER THAN THAT.

21 A. WHY CAN'T IT BE AS SIMPLE AS RUTH
22 GALANTER GETS TO APPOINT SOMEBODY TO BE HERE?

23 DON'T GET INTO IT TONIGHT. WE'LL GET
24 INTO IT. EVERYBODY NEEDS TO STILL EVERYTHING, AND
25 DON'T RUSH IT.

1 BABY STEPS.

2 I GUESS THE SIMPLEST WAY TO PUT IT: WHO
3 DO YOU WANT? ARE YOU ENVISIONING SHOWING UP AT THE
4 NEXT MEETING WITH A SEAT AT THE TABLE OR AT LEAST
5 INITIALLY, AND WHAT SORT OF DECISIONS REGARDING
6 MEMBERSHIP IN THIS BODY DO YOU ENVISION TAKING PLACE
7 EITHER NOW OR AT THAT POINT?

8 A. LOOK, I THINK THE ONLY WAY THAT WE'RE
9 GOING TO GET ANYWHERE IS INCLUDE EVERYBODY. AND THE
10 WAY WE DO THAT IS TO LET THE ORGANIZED GROUPS HAVE A
11 SEAT WITH US.

12 I DON'T SEE EXCLUDING ANYONE.

13 SO ONE REP PER CITY PLUS COMMUNITY-BASED
14 ORGANIZATIONS THAT WANT TO BE INVOLVED?

15 YES.

16 HOW DO YOU HANDLE THE VOTE?

17 WELL, I'LL TELL YOU, ON THE COG, WE HAVE
18 ONE REPRESENTATIVE FROM EACH CITY.

19 WE HAVE ALTERNATES.

20 WE HAD TWO REPRESENTATIVES WHEN IT WAS
21 SOUTH BAY CITIES ASSOCIATION, AND TWO PEOPLE COULD
22 SIT THERE AND VOTE AGAINST EACH OTHER.

23 IT DOES BRING UP A PROBLEM, BUT I THINK
24 WE ALL HAVE TO WORK TOGETHER.

25 IT IS A PROBLEM. WE'LL -- I DON'T WANT

1 TO TRY AND PUT A SET OF BYLAWS TOGETHER TONIGHT.

2 Q. NO. I UNDERSTAND.

3 ARE YOU INVITING CONTROL AIRPORT
4 EXPANSION GROUPS LIKE LAX 21 AND OPPORTUNITY LAX?

5 I MEAN, IF THEY WANT TO COME AND SIT HERE
6 WITH US, LET THEM TRY IT.

7 I MEAN, THOSE GROUPS -- THEY'RE ALL
8 FOREST GROUPS ANYWAY. SO IF SOMEBODY WANTS TO GET
9 IN HERE AND PUMP SOME COMPANY LINE, WE'LL LISTEN TO
10 THEM AND RESPECT THEM, BUT I DON'T THINK THAT'S A
11 PROBLEM.

12 HOW ABOUT OUR FRIENDS FROM THE ATA?

13 THE ATA WILL ALWAYS BE RESPECTED. THIS
14 IS A NONVIOLENT, PEACEFUL GROUP THAT'S GOING TO
15 FOLLOW ALONG.

16 THE ATA IS A STAKE HOLDER.

17 WHAT ABOUT THE INDIVIDUAL CARRIERS
18 THEMSELVES? YOU KNOW, I THINK -- I REALLY THINK
19 THERE ARE TWO BASIC GROUPS. THERE'S REGIONAL
20 CARRIERS AND THE ATA, AND THOSE TWO GROUPS PROBABLY
21 OUGHT TO HAVE A SEAT WITH US.

22 BUT I DON'T SEE INDIVIDUAL AIRLINES.
23 AFTER LISTENING TO THE GUY FROM UNITED, I WAS
24 TOTALLY TURNED OFF AT ONE OF THE COG MEETINGS, YOU
25 KNOW, WHEN HE SAID THEY WERE BUILDING AN EMPIRE HERE

1 AND IT WAS GOING TO BE A HUB, AND THEY DIDN'T GIVE A
2 RAT'S YOU-KNOW-WHAT ABOUT ANY OF US.

3 SO, NO. I THINK WE GOTTA BE VERY
4 CAREFUL.

5 I STILL THINK A LITTLE STEERING COMMITTEE
6 MIGHT PUT THE AGENDA TOGETHER FOR NEXT TIME.

7 JOHN, JOHN, FRED, A LEVEL-HEADED GUY, AND
8 HE'S ABOUT TO TELL ME THAT HE WANTS TO VOLUNTEER.

9 JOHN, WHAT I WANT TO SUGGEST IS THIS:
10 YOU OUGHT TO PUT A GROUP TOGETHER. WHY DON'T YOU
11 JUST SAY THAT REPRESENTS ALL THE CITIES TO START
12 WITH.

13 AND COME UP WITH AN AGENDA THAT IS OPEN
14 TO EVERYBODY TO LOOK AT AND COMMENT ON AT THE NEXT
15 MEETING.

16 THAT WAY, EVERYBODY WILL HAVE A CHANCE TO
17 GET THEIR INPUT.

18 BUT YOU CAN'T HANDLE 50 PEOPLE IN A ROOM
19 TRYING PUT AN AGENDA TOGETHER.

20 NO. I UNDERSTAND THAT. THAT'S WHY I
21 SUGGEST THAT WE HAVE A LITTLE STEERING COMMITTEE TO
22 DO THAT.

23 BUT A STEERING PEOPLE THAT THE PEOPLE IN
24 THIS ROOM WOULD FEEL COMFORTABLE WITH, THAT THE
25 CITIES ARE REPRESENTED.

1 CAN I JUST MAKE A MOTION TO PUT A
2 STEERING COMMITTEE TOGETHER? IT WILL BE MIKE
3 STEVENS BECAUSE THE FOLKS IN INGLEWOOD DEFINITELY
4 WANT HIM.

5 RUTH GALANTER'S REP IS ON THE STEERING
6 WHEN I -- YOU'RE ON THE STEERING COMMITTEE, I'M ON
7 THE STEERING COMMITTEE.

8 OF COURSE, YOU ARE GOING TO CHAIR THE
9 STEERING COMMITTEE.

10 COUNTY OF SUPERVISORS IS ON THE STEERING
11 COMMITTEE.

12 EL SEGUNDO IS ON THE STEERING CITY
13 COMMITTEE.

14 YOU WORK BETTER WITH US. NO ONE ELSE.

15 RICK, WHAT ABOUT ROGER? OKAY. ROGER. I
16 THINK HE SHOULD BE THERE.

17 LET'S LEAVE IT AT THAT.

18 THAT'S THE MOTION. IS THERE A SECOND?
19 SECONDED.

20 OKAY.

21 ANY FURTHER DISCUSSION ON IT? WE'RE
22 GETTING LATE HERE. WE DO HAVE TO MOVE. FORGIVE ME
23 FOR MOVING THIS FAST.

24 MIKE STEVENS, RUTH GALANTER'S
25 REPRESENTATIVE, I HAVE CITY OF EL SEGUNDO. I HAVE

1 JOHN MC TAGGART. I HAVE ROGER JOHNSON.

2 NOW DID I MISS SOMEBODY?

3 RIGHT. ME. SAM EDGERTON. AND ALSO, DON
4 KINOB, BUSINESS REPRESENTATIVE.

5 KEVIN SULLIVAN, AND MR. MOUNTAIN'S
6 OFFICE.

7 THE COUNTY SUPERVISOR'S OFFICE. I JUST
8 WANTED TO SAY, AS FAR AS LOS ANGELES WORLD AIRPORT'S
9 CONCERNED, WE, AGAIN, ARE WILLING TO FACILITATE THE
10 MEETINGS. I'LL JUST SAY FROM A LOGISTICS
11 PERSPECTIVE, HAVING THE MEETINGS HERE MAKES IT MUCH
12 EASIER FOR US TO PAY FOR IT.

13 WE HAVE AN ACCOUNT WITH THE PROUD BIRD.
14 IF WE TRY TO MOVE SOMEPLACE ELSE OFFSITE, WE MAY --
15 IT BECOMES A LOGISTICS PROBLEM.

16 AS I HEARD SOMEONE SAY TODAY, WE PRIDE
17 OURSELVES ON BEING THE SECOND LARGEST BUREAUCRACY IN
18 THE UNITED STATES.

19 SOMETIMES IT'S EASIER TO DO SOME THINGS.

20 SO ALL I'M SAYING IS I'M OFFERING, AT
21 THIS POINT IN TIME, THAT IF THIS IS A CONVENIENT
22 LOCATION, IT'S EASY FOR US TO GET ROOM HERE.

23 THE ROUND TABLE MEETINGS -- I THINK
24 THAT'S FINE, AND I THANK YOU FOR THAT OFFER. I
25 THINK WE'RE ALL IN AGREEMENT.

1 THE STEERING COMMITTEE MEETINGS ARE
2 SMALLER, OBVIOUSLY.

3 WE CAN MEET HERE OR WHEREVER.

4 BUT I THINK THE GIST OF WHAT YOU'RE
5 SAYING IS FOR THE MONTHLY MEETINGS WITH THE ROUND
6 TABLE, THAT THEY OUT TO BE HERE.

7 AND IF SOMEONE ELSE WANTS TO HOST THE
8 OTHER ONES, AGAIN, I THINK --

9 Q. I THINK CONTINUITY IS. THAT'S GOOD. IT
10 WAS VERY EASY TO GET HERE.

11 KEVIN SULLIVAN USED TO BE A TAXI DRIVER.
12 WE GOT HERE IN ABOUT FIVE MINUTES.

13 WE NEED A DATE, AND WE NEED TO GO.
14 SECOND WEDNESDAY OF OCTOBER. SOMEBODY'S CALENDAR
15 SAYS THAT IS THE 11TH OF OCTOBER, 7:00 P.M. RIGHT
16 HERE.

17 ANYTHING ELSE?

18 MOTION TO ADJOURN.

19 I WANT TO THANK YOU ALL FOR YOUR TIME.

20 (WHEREUPON, THE PROCEEDINGS
21 WERE ADJOURNED AT 7:20 P.M.)

22 * * * *

23

24

25

1 STATE OF CALIFORNIA)
) SS.
2 COUNTY OF LOS ANGELES)

3

4 I, KATERI A. FLOT, A CERTIFIED SHORTHAND
5 REPORTER, CERTIFICATE NO. 6880, FOR THE STATE OF
6 CALIFORNIA, HEREBY CERTIFY:

7 THE FOREGOING PROCEEDINGS WERE TAKEN BEFORE ME
8 AT THE TIME AND PLACE HEREIN SET FORTH;

9 THE PROCEEDINGS AND ALL OBJECTIONS MADE AT THE
10 TIME OF THE EXAMINATION WERE RECORDED
11 STENOGRAPHICALLY BY ME AND WERE THEREAFTER
12 TRANSCRIBED;

13 THE FOREGOING TRANSCRIPT IS A TRUE AND CORRECT
14 TRANSCRIPT OF MY SHORTHAND NOTES SO TAKEN;

15 I FURTHER CERTIFY THAT I AM NEITHER COUNSEL FOR
16 NOR RELATED TO ANY PARTY TO SAID ACTION NOR IN ANY
17 WAY INTERESTED IN THE OUTCOME THEREOF.

18 IN WITNESS WHEREOF, I HAVE HEREUNTO SUBSCRIBED
19 MY NAME THIS _____ DAY OF _____,
20 2000.

21

22

23

KATERI A. FLOT

24

25

