

**LOS ANGELES WORLD AIRPORTS
LAX COMMUNITY ROUNDTABLE MEETING**

**MINUTES
REGULAR MEETING: WEDNESDAY, JANUARY 10, 2001
PROUD BIRD RESTAURANT
LOS ANGELES, CA**

Meeting convened at 7:30 p.m.

Roundtable Members Present:

John McTaggart, Chairman, Mayor Pro Tem City of Rancho Palos Verdes
Dee Hardison, Mayor City of Torrance
Judy Dunlap, Councilmember City of Inglewood
Mike Gin, Councilmember City of Redondo Beach
Fred Mackenbach, Councilmember City of Palos Verdes Estates
Kelly McDowell, Councilmember City of El Segundo
Mike Cassidy City of Hermosa Beach for Councilmember Sam Edgerton
Dan Wasserman, Office of Congresswoman Jane Harman
Meryt McGindley, Field Deputy for Los Angeles Councilmember Ruth Galanter
Tom Martin, Office of Supervisor Don Knabe
Roy Hefner, LAX Area Advisory Committee
Chris Jeffers, City Manager City of Monterey Park
Amy Ho, City of Monterey Park
Rathar Duong, City of Montebello for Councilwoman Norma Lopez Lee
Denny Schneider, Osage Neighbors
Mike Stevens, LAX Expansion No!
Mark Tellier, FAA Western Pacific Region, Operations Branch
Roger Johnson, LAWA Deputy Executive Director for Environmental Affairs
Walt Gillfillan, Roundtable Facilitator

REVIEW & DISCUSSION OF JANUARY MEETING MINUTES

Mr. Mark Tellier of the FAA submitted written comments concerning the December 13, 2000 Meeting Minutes with respect to the FAA Presentation Section regarding the LAX VOR as follows:

1. Paragraph 2
 - Line 3: "The LAX VOR transmits signals up to an angle of approximately 60 degrees from the horizontal, which causes..."
 - Lines 4-6: Several references made to the width of the signal are incorrect. Directly above the VOR is an *absence* of signal in the dimensions described.
2. Paragraph 3
 - Line 13: "...with a tailwind until the wind speed exceeds 10 knots instead of..."

3. Paragraph 4

- Line 9: "...standards, if the *runway braking action is less than good*, if the..."

The minutes were approved without objection.

REPORT FROM THE FORMATION COMMITTEE

Roger Johnson gave the report from the Formation Committee regarding membership. The Formation Committee reached a preliminary agreement regarding membership of the Roundtable. Roundtable membership will consist of representatives of city, county, state and federal jurisdictions who have submitted a formal Letter of Interest or Intent to the Chairman of the Roundtable. In the letter, the jurisdiction shall formally designate an elected official or someone nominated by an elected official. It was agreed that the City of Los Angeles would have two representatives from unspecified City Council Districts. The Board of Supervisors and local Congressional Districts will also be invited to participate as well. There will also be three at-large members subject to approved by the Roundtable. The LAX Area Advisory Committee will also have a representative that will be a voting member of the Roundtable. The ATA represents the airlines and the FAA is an ex-officio member of the Roundtable. Several letters from jurisdictions designating members have already been received.

The Workplan for the Roundtable was discussed and several revisions were suggested by the members. The Formation Committee established a Flight Track Data Subcommittee in order to acquire the data to work the workplan. There will be a meeting of the Formation Committee and the Roundtable next month (February) and then the Roundtable will meet every other month from here on out.

FAA PRESENTATION

Mr. Mark Tellier of the FAA made a presentation intended to clarify some of the issues discussed during the December Roundtable FAA presentation, and to respond to a question posed by a Roundtable member regarding the number of aircraft operations within a 60 minute time window between midnight and 6:30 a.m., when it becomes unsafe for aircraft to land and take-off simultaneously and cancel Over Ocean Operations.

Over Ocean Operations (OOO) is an operational procedure designed to reduce those adverse impacts associated with aircraft operations at LAX between the hours of Midnight to 6:30 a.m. The FAA Controllers have rules about how far out an arrival must be or how close it can be to the airport before they can release an aircraft from another complex that's going to fly in the opposite direction. Those rules can vary slightly according to the type of aircraft involved, the exact route and other factors. The FAA cannot describe when it's unsafe to continue OOO because it is their goal to never get to the point where it would be unsafe. With respect to the number of aircraft operations that will cause cessation of OOO, when both complexes are open and the demand exceeds 15 arrivals per runway in an hour, or 30 total arrivals per hour, the airport will return to west operations. Mr. Tellier also corrected a statement made by Mr.

Frank Sweeny during the December meeting concerning the total number of operations during the hours between midnight and 6:30 a.m. Mr. Sweeny said he thought LAX averaged 100 operations per day, the actual number is generally about 50 to 60 operations during those hours. It is extremely rare for volume to cause the cessation of OOO.

Mr. Tellier discussed the issue of east departures in response to a Roundtable member question. These departures are either weather dependent or due to a pilot request. As stated in last month's meeting, pilots do have the authority and are entitled to receive an east departure. They may have to accept a delay by asking for an east departure during west operations, but they are entitled to it based on their own condition for departure including wind, aircraft type, load factor, runway length, runway slope, their destination and a few other factors including company and manufacturer requirements for maximum takeoff weight and configurations. In addition, in response to an audience question, Mr. Tellier stated that during OOO arrivals from the east cross over the coastline at from 6000 to 10,000 feet on their approach to LAX.

ROUNDTABLE DISCUSSION

There was a general discussion about the proposed Stage 4 technology for jet aircraft weighing over 75,000 pounds. The Roundtable will make recommendations to our elected congressional representatives, such as Congresswoman Harman, to adopt Stage 4 technology. This is being proposed by the International Civil Aviation Organization (ICAO), which the USA is a member, through its Committee on Aviation and Environmental Protection (CAEP). Councilwoman Judy Dunlap attended a congressional hearing regarding Stage 4 and she stated that the only speakers were against adopting Stage 4. The only way to reduce aircraft noise is at its source. Roy Hefner stated that LAWA was at the forefront of noise reduction by adopting its Stage 2 phase-out ordinance, which got the FAA upset and was one factor in the passage of the Airport Noise and Capacity Act of 1990 (ANCA).

PUBLIC COMMENT

Liz Garnholtz of El Segundo commented on the inequities of the LAWA Board of Airport Commissioners and that there is no one from the South Bay serving on the Board.

Lynn Jones of Rancho Palos Verdes commented about night flights over the PV Peninsula & why they can't go over the ocean and some comments about the Roundtable Work Plan.

Tom Jones of Rancho Palos Verdes commented about east departures out of LAX flying over the PV Peninsula and South Bay.

Beverly Ackerson of P.A.N.I.C., Ranch Palos Verdes commented on the Work Plan Reporting Date to The Roundtable column.

Mr. Doug Robins of Hermosa Beach stated that he doesn't understand Inglewood's problems with departures from Over Ocean Operations.

Mr. Ben Ackerson of Rancho Palos Verdes believes there should be a category or stage for quieting turbo props, as there is for jets as in Stage 4 technology.

Ms Cecil Carpio of Inglewood requested information on how Roundtable subcommittees will work and if they will be open to the public.

Ms. Carol McKay of Redondo requested that the Roundtable meetings start promptly.

Mr. Cecil Smith of Inglewood commented on the aircraft flying over Inglewood in the early morning hours causing people to lose sleep.

The Roundtable meeting was adjourned at 9:30 p.m. The next meeting is scheduled for February 14, 2001 at 7:30 p.m. at the Proud Bird Restaurant.