



LAX/COMMUNITY NOISE ROUNDTABLE

**REGULAR MEETING: WEDNESDAY, NOVEMBER 14, 2001
LAWA ADMINISTRATION BUILDING
LOS ANGELES, CA**

Meeting convened at 7:05 p.m.

Roundtable Members Present:

John McTaggart, Chairman, Mayor, City of Rancho Palos Verdes
Dee Hardison, Mayor, City of Torrance
Fred Mackenbach, Councilman, City of Palos Verdes Estates
Kelly McDowell, Councilman City of El Segundo
Mike Cassidy City of Hermosa Beach, Alternate
Meryt McGindley, for LA City Councilwoman Ruth Galanter
Amy Ho, City of Monterey Park
Roy Hefner, LAX Area Advisory Committee
Denny Schneider, Westchester/PDR Council
Roger Johnson, LAWA
Walt Gillfillan, Roundtable Facilitator

GENERAL ANNOUNCEMENTS

Bob Holden of LAWA made the following general announcements:

1. Richard Cox of the ATA is in Washington, D.C. on ATA business and is unable to attend;
2. Mark Tellier of the FAA is on vacation and is unable to attend; and
3. Kathryn Pantoja of LAWA Noise Management is out on Family Leave and will be away until sometime in February or March 2002.

PROGRESS REPORT ON THE WORKPLAN

Roger Johnson started by informing the Roundtable of LAWA's post-September 11th status. Pre-Sept. 11th LAX was averaging between 2100 to 2200 aircraft operations per day and would have realized a passenger volume of 68 or 69 million annual passengers (MAP), which would have been an increase over 2000. Post-Sept. 11th LAX is averaging about 1500 to 1600 operations per day and has realized a decrease in passenger volume of about 25%, which is the equivalent of a 40 to 50 MAP airport (where LAX was in the 1980's). LAWA is also currently losing in excess of \$1 million per day, still has

money in the bank but is spending those reserves. LAWA has instituted a hiring freeze, and is in the process of cutting about 700 positions from the LAWA's personnel authorization mainly through attrition and not filling vacant positions. However, LAWA's Executive Director is very close to authorizing Environmental Management to fill some of its vacancies in the Noise Section, and has affirmed her commitment to the Roundtable by authorizing the renewal of Roundtable's Facilitator Walt Gillfillan's contract. Noise Management is still shorthanded so there is a backlog of work including noise complaints that still need to be investigated. LAWA is still in the process of trying to put an online flight tracking system on the website (LAWA.org). In addition, LAWA has also instituted an online noise complaint form. With respect to the current Workplan, LAWA will have to reevaluate the document, look at the budget, staffing resources & workload, and reprioritize the tasks.

Chairman McTaggart and other Roundtable members inquired into whether or not the flight patterns have changed since September 11th due to comments from residents that they are seeing aircraft where they had not previously seen them. Mr. Frank Sweeney of the FAA's LAX Tower stated that the general direction of the flight paths have not changed. He believes that due to the lower number of airplanes using LAX there isn't the overdemand there was pre-Sept. 11th so the air traffic controllers have more options than they did pre-Sept. 11th. Mr. Sweeney said he would pass the concerns on to Southern California Tracon. Mr. Scott Tatro of LAWA's Noise Section responded by saying that LAWA Noise has been hearing the same thing. He queried the flight tracking system and reported that he could not find any flight patterns different than they were pre-Sept. 11th. Several public members in attendance had comments on this issue.

Walt Gillfillan then continued on the Workplan status report. LAWA's ability to do multiple Workplan tasks at the same time has been severely hampered. This should necessitate revisions to the Workplan to make the completion dates more realistic. In addition, some of the items have been completed but that has not been reflected on the Workplan.

REPORT ON ICAO ADOPTED STAGE-4 AIRCRAFT NOISE STANDARDS

Roundtable Facilitator Walt Gillfillan gave this report. During last July's meeting the Roundtable directed that a letter be sent to FAA Administrator Jane Garvey stating the Roundtable's position on the International Civil Aviation Organization (ICAO) Committee on Environmental Protection (CAEP). That letter, sent to the FAA in September, requested a higher set of noise reduction standards for jet aircraft than the CAEP had recommended, and that the FAA represent the Roundtable's position to the ICAO meeting in September. The ICAO did meet and adopted the CAEP recommended noise reduction standards over the Roundtable's requested standards. ICAO adopted a "balanced approach" which includes only a 10dB reduction in noise, no phase-out of Stage 3 aircraft and improved land use policies around airports. Mr. Carl Burleson, Director of FAA's Office of Environment and Energy, responded for Ms. Garvey by letter to the Roundtable. Mr. Burleson offered to attend a future Roundtable meeting and address the group. It was moved/seconded and approved that the Roundtable invite Mr. Burleson to a future meeting.

POTENTIAL AIRSPACE IMPACTS OF HAWTHORNE AIRPORT CLOSURE

Chairman McTaggart stated that the City of Hawthorne voted to keep Hawthorne Airport (HHR) open so the issue is moot at this time, but that does not mean that the issue cannot come back at a future date since it was only an advisory vote that does not bind their City Council. Mr. Frank Sweeney at the LAX Tower fielded some questions for the FAA. One question was asked concerning the east departures from LAX, asking if there would be more low flying aircraft over the South Bay if HHR closed. Mr. Sweeney stated that the same departure procedures are used anytime there is an east departure so there should be no difference. Mr. Sweeney was also asked why can't the airplanes departing to the east during Over Ocean Operations turn left (north) instead of right (south) to avoid the South Bay. Mr. Sweeney stated that a right turn would put them into the arrival flow and that would be an unsafe procedure.

SUBCOMMITTEE REPORTS

Roy Hefner gave the report for the Noise Subcommittee. The Noise Subcommittee has recommended that LAWA revert back to its old format of reporting noise complaints, but that has not occurred. During the August meeting of the subcommittee, Mr. Sanford Fidell of Fidell Associates gave a presentation on low frequency noise. Mr. Hefner then submitted his resignation as Chairman of the Noise Subcommittee due to not being allowed to attend a staff level meeting between LAWA technical staff and Mr. Kevin Lee regarding web based noise complaint forms. He will continue to serve on the Noise Subcommittee. Mr. Hefner further recommended that the Chair of the Noise Subcommittee be an elected official. Mr. Scott Tatro of LAWA's Noise Management Section responded to Mr. Hefner's remarks regarding the noise reports stating that they have spent the last two months attempting to completely redesign their database in order to provide the reports requested by the Roundtable. That effort is still in progress. Mr. Tatro also commented on the backlog of uninvestigated noise complaints. Roger Johnson then commented that LAWA is in the process of updating Noise Management's archaic and aging noise monitoring and computer system.

Mike Cassidy gave the report for the Flight Track Data Subcommittee (FTDS). He started by stating that a lot of LAX's noise problems occur when the number of aircraft operations exceeds the capacity of the airport, and the FAA needs to gain separation of the aircraft. He then stated that the FTDS would recommend a cap on the number of hourly operations, which would also improve safety. Going through the workplan, the FTDS is recommending the following:

- ◆ A ban on all easterly departures at any time of the day unless there is a 10 knot wind or greater. The FTDS is also recommending that all easterly departures not be allowed to turn until they reach 10,000 ft. and then be directed back over the airport at a minimum altitude of from 12,000 to 14,000 ft.
- ◆ Arrivals to the north complex that extend to the east and overfly Monterey Park, the FTDS is recommending the hourly cap on operations to alleviate the problem.
- ◆ Early turns from the runways 24 (north complex), the FTDS recommends the departures maintain runway heading until 5000 ft. before they turn.
- ◆ Aircraft executing a missed approach, they should maintain runway heading, be brought back over Seal Beach and be directed over the industrialized corridors back to the airport.

- ◆ Turboprops overflying the Palos Verdes Peninsula, the FTDS recommends all departures be routed on the LAXX Departure and be directed around the Peninsula.
- ◆ The Loop Departure procedure is poorly written, and is being poorly flown. The FTDS is recommending that all aircraft reach a minimum altitude of 13,000 ft. and be perpendicular to the shoreline when crossing, and all planes must fly over the top of the LAX VOR.
- ◆ The REEDR THREE arrival procedure is used when LAX is in east operations. The FTDS recommends that the altitude when the aircraft cross the coastline be raised from 6,000 ft. to 10,000 ft. when flying the downwind leg to the south complex. When they are flying to the north complex the aircraft are at 8,000 ft. over Santa Monica.
- ◆ The jets from LGB that overfly the South Bay at from around 9:00 PM to 10:00 PM be raised to an altitude of 10,000 ft. before flying over the South Bay.

Meryt McGindley gave the report for the Policy & Legislative Subcommittee (P&LS), which has met twice since the last Roundtable meeting. During those meetings several letters were decided on and have been sent out over the Chairman's signature.

- ◆ During the August 8th P&LS meeting it was decided that the Roundtable take a position on Stage 4 aircraft noise standards negotiations, to revisit the FAA's proposed National Noise Policy, and to request the Roundtable be put on the FAA Western Pacific Region's mailing list for notification of FAA's environmental determinations.
- ◆ During the August 22nd meeting, the P&LS met to discuss two bills in Congress, HR 2107 and S633. These bills would remove local control over airport capacity issues. The P&LS directed that letters be drafted for the Roundtable to oppose those two bills. These draft letters were presented to the Roundtable for consideration and action.

The Roundtable then discussed the draft letters, offered several amendments, and suggested a number of elected officials and organizations that should be copied. A motion to approve the letters was offered, seconded and approved by the Roundtable with LAWA abstaining. Meryt then handed out a set of draft Roundtable by-laws for consideration at the next P&LS meeting.

ROUNDTABLE MEMBER DISCUSSION

There was no general Roundtable member discussion.

PUBLIC COMMENT

Comments were received from two public members in the audience.

The Roundtable meeting was adjourned at 9:50 p.m. The next Roundtable meeting is scheduled for January 9, 2002 at 7:00 p.m. at the Samuel Greenberg Board Room in the LAWA Administration Building.