



LAX/COMMUNITY NOISE ROUNDTABLE

**REGULAR MEETING: WEDNESDAY, NOVEMBER 13, 2002
LAWA ADMINISTRATION BUILDING
LOS ANGELES, CA**

Meeting convened at 7:15 p.m.

Roundtable Members Present:

John McTaggart, Chairman, Mayor, City of Rancho Palos Verdes
Mike Cassidy, Vice Chairman, Representing Hermosa Beach Councilman Sam Edgerton
Gary Parsons, Councilman, City of Hawthorne
Amy Ho, City of Monterey Park
Roy Hefner, LAX Area Advisory Committee
Denny Schneider, Westchester/Playa Del Rey Neighborhood Council
Beverly Ackerson, PANIC
Richard Cox, ATA
Mark Tellier, FAA
Robert Holden, LAWA, Representing Roger Johnson
Walt Gillfillan, Roundtable Facilitator

NOTE CONCERNING THESE MINUTES

Due to the transcript of the meeting being made from an audio recording there are numerous gaps in the transcript due to portions of the audiotape being inaudible.

PRESENTATION ON LAX MASTER PLAN ALTERNATIVE D (SAFETY AND SECURITY)

Bob Holden apologized to the Roundtable and reported that both BOAC President Ted Stein and Deputy Mayor Troy Edwards were unable to attend the meeting to make the presentation, and that Jim Ritchie, LAWA Deputy Executive Director for Long Range Planning, would be making the presentation instead. Mr. Michael DiGirolamo, LAWA Deputy Executive Director for Airports Operations assisted Mr. Ritchie in the presentation. The Roundtable requested a presentation regarding the potential noise impacts of the new Alternative D.

Mr. Ritchie started his presentation by giving a brief history of the LAX Master Plan planning process that started in 1994. In June 1999, Mayor Riordan decided on the three alternatives (2 5-runway, 1 4-runway and a no-project alternative) that would move forward in the process. LAWA then initiated the joint state/federal environmental review

process of the four alternatives examining the impacts of air quality, traffic, noise, etc. of each alternative. The completed 12,000-page Draft Environmental Impact Report/Statement (EIR/EIS) was released for public comment from January to November 2001, which included 9 public hearings held in various locations. During the comment period of the EIR/EIS, the City of Los Angeles elected a new Mayor. Mayor Hahn, in keeping with a pledge made during his election campaign, directed that the three Riordan selected alternatives would be scrapped and there would be no expansion of LAX, and that capacity would be limited to the 78 million annual passengers (MAP) of the no-project alternative. Cargo tonnage at LAX will also be constrained to 3 million annual tons. The 78 MAP number was determined by the vehicular traffic coming into and out of LAX as being the point we will see gridlock.

Subsequent to the events of September 11, 2001 Mayor Hahn directed that LAWA proceed with a new Safety and Security alternative (Alternative D), and authorized LAWA to prepare master plans for Ontario and Palmdale airports.

Mr. Ritchie then discussed the various aspects of the plan. Airfield improvements are needed due to the problem of runway incursions, and the need to handle the future large aircraft such as the Airbus A380. The runway safety issue would be mitigated by adding a center taxiway between the runways of both complexes.

A key safety aspect of the new plan is relocating the Central Terminal Area (CTA) to the Ground Transportation Center (GTC), which will be located in what is now the Manchester Square area. This will be the new "front gate" of LAX. This is being done to prevent a vehicular bomb from taking-out the central hub of the airport and aircraft parked in close proximity of the roadway. The GTC will be connected to the CTA by an elevated people mover. The Green Line will also tie into the GTC. This is where the first line security screening of passengers will be done in order to protect the airport. The CTA will be redesigned to remove the parking structures and add concession pavilions and facilities to perform the federally mandated screening of all baggage. There will also be street and highway improvements to enhance access to the GTC. There will also be fewer gates (going from 163 to 152) in Alternative D, but some new larger gates will be built to service B747's and the future larger aircraft. Another component is a new consolidated rental car facility on what is now Parking Lot C, also connected to the CTA by the people mover.

A lengthy discussion followed with Mr. Ritchie and Mr. DiGirolamo answering questions from the members of the Roundtable and audience members concerning various aspects of the plan including ground traffic flow, noise impacts, aspects of the proposed GTC, runway configurations and LAX capacity. Much of this discussion was inaudible and could not be included in these minutes. The potential noise impacts are being analyzed and discussed in the EIR/EIS for the plan.

A copy of the chart Mr. Ritchie used during the presentation is attached to these minutes. In addition, information regarding the LAX Master Plan is on the internet at www.laxmasterplan.org.

CONSIDERATION/APPROVAL OF SEPTEMBER 11, 2002 MEETING MINUTES

It was moved, seconded and unanimously approved that the September 11, 2002 meeting minutes are approved as written.

REPORT OF THE AUGUST 7, 2002 AND OCTOBER 16, 2002 FLIGHT TRACK DATA SUBCOMMITTEE MEETINGS

Subcommittee Chairman Mike Cassidy gave the report of the August 7, 2002 and October 16, 2002 meetings.

The August 7th meeting dealt with the issue of overflights of Monterey Park and the San Gabriel Valley. A letter had been drafted and presented to the Roundtable during the September meeting, but the Chairman objected to the length of the draft letter. The Chairman directed that the letter be rewritten to make it shorter. The revised draft letter was considered by the Roundtable.

It was moved, seconded and unanimously approved that the rewritten letter to the FAA regarding Monterey Park/San Gabriel Valley overflight issues be signed by the Chairman and mailed to the FAA Regional Administrator.

The October 16th meeting dealt with the issue of overflights of the Palos Verdes Peninsula. The subcommittee determined that the problem still exists and is not going away fast enough to anybody's satisfaction. One of the issues discussed was the old Mitre Study, and the possibility of reopening the study due to the post-Sept 11-01 decrease in operations and fleet mix changes at LAX. Mark Tellier stated that the FAA is generally hesitant to repeat something that was as wildly unpopular as the Mitre Study. He further stated that the Mitre group is independent and applies scientific principles in doing their data analysis. Chairman McTaggart stated that the problem with the Mitre analysis is that they published the study and it took them 9 months to come up with the data to back up the conclusion. He also had some aerospace engineers review the study and they found parts of it to be faulty. He stated that he could not accept the fact that flights into John Wayne Airport would back up air traffic in St. Louis. Mark Tellier disagreed with that and stated that the software used by Mitre is so highly specialized and is licensed to very few places, that to give someone the raw data without the software to analyze it they would have trouble reaching the same conclusions. The issue of east departures overflying the PV Peninsula was also discussed, and that some of the airlines making the east departures attended the September meeting to discuss the issue with the Roundtable. The FDTs is still studying the PV overflight issue and should have recommendations for the Roundtable by the March meeting.

REPORT OF OCTOBER 16, 2002 NOISE SUBCOMMITTEE MEETING

Subcommittee Chairman Roy Hefner gave the report of the October 16, 2002 meeting. He commented on the Southern California Regional Aviation Authority, that it is inoperative and that the City of Los Angeles does not have a representative that attends the meeting so, under their rules, nothing can get done. He also commented on the excellent LAX Part 161 Study presentation, and thanked Bob Holden for making the presentation. The Study is intended to eliminate east departures during LAX Over-Ocean Operations. The Study is required under the Airport Noise and Capacity Act of 1990 (ANCA) in order for an airport to impose a noise and access restriction on Stage-3

aircraft. He further stated that the Study will be lengthy and expensive and there is a low probability of the FAA approving the Study. Chairman McTaggart commented that the Roundtable might want to approach Congress to amend ANCA to make it easier for an airport to impose a curfew. Richard Cox gave a brief history of how ANCA came into being, and commented that the law is universally unpopular due to the fact that airports have spent years and tens of millions of dollars only to have the FAA reject their Part 161's.

ROUNDTABLE MEMBER DISCUSSION

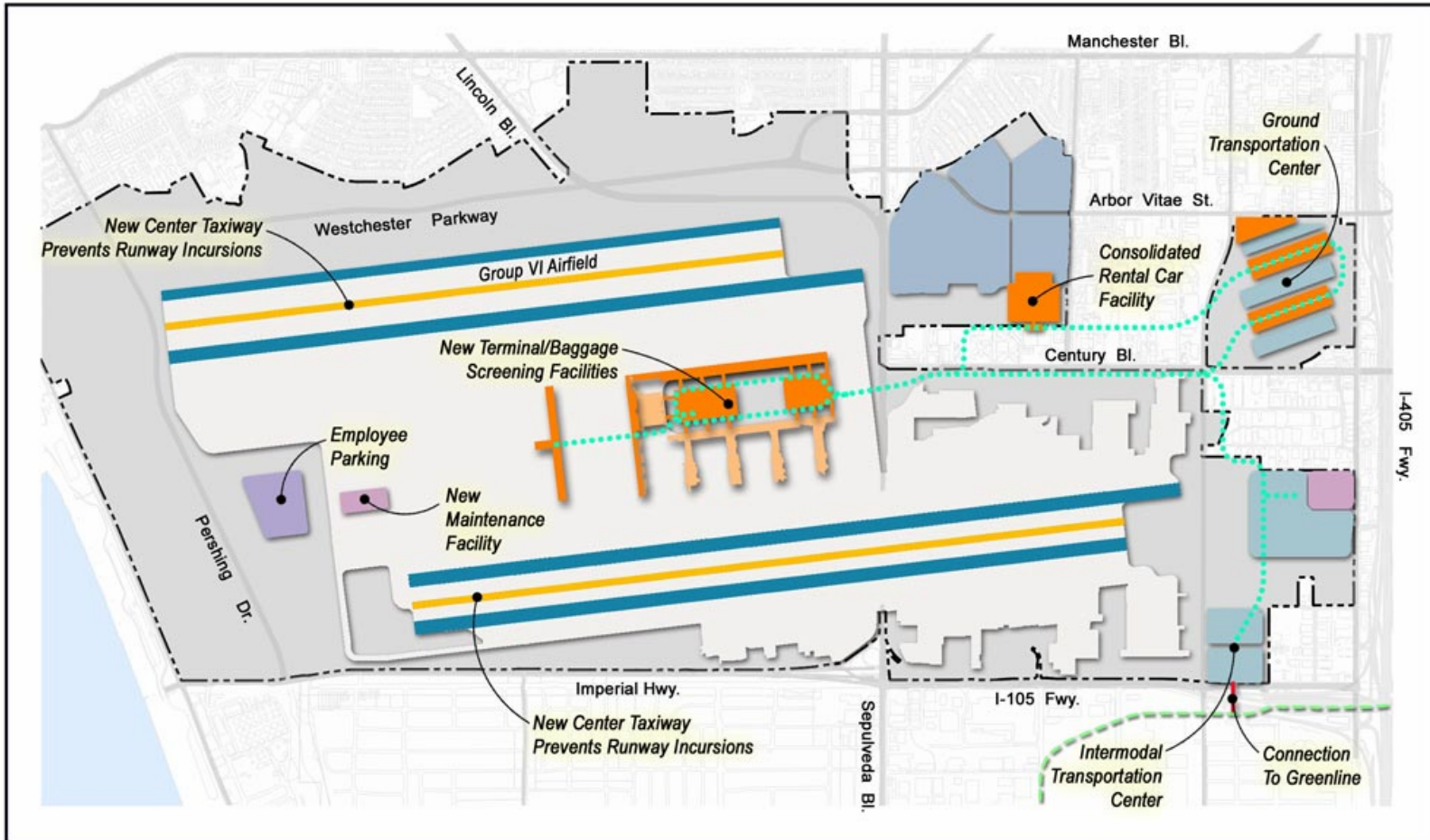
Chairman McTaggart commented on the January meeting and mentioned that there are requests from groups to join the Roundtable as at-large members. He also commented on the shortage of elected officials attending the Roundtable meetings and on his efforts to get increased participation by elected officials. Bob Holden discussed the Roundtable by-laws with respect to the at-large member issue, and that the City of Los Angeles has redistricted the City Council and that District 6 has been moved to the San Fernando Valley and District 11 now represents the area around LAX. Therefore, the by-laws require formal designation of CD 11 as a permanent Roundtable member. He also stated that there has been a formal application for at-large membership from the Ladera Heights Civic Association, and that he has received calls from the United Homeowners Association representing Windsor Hills and View Park requesting membership. He stated that the Chairman has the absolute right to nominate a group for at-large membership subject to a vote of the Roundtable. The Chairman directed that these items be agendaized for the January 2003 meeting. Bob Holden then mentioned a scheduling problem for the January meeting and that the Roundtable want to move the date of the meeting from the 8th to the 15th or 22nd of the month due to it's proximity to the holidays. The schedule change was so ordered by the Chairman.

PUBLIC COMMENT

One member of the public asked when a representative of Mayor Hahn's office would be rescheduled to attend a Roundtable meeting. Chairman McTaggart replied that Mr. Ritchie attended in place of the representative of Mayor Hahn's office.

Diane Sambrano of Inglewood commented that the Mayor of Inglewood has been reelected and has signed another MOU with LAWA without submitting it to that city's Aviation Commission for review.

The Roundtable meeting was adjourned at 10:00 p.m. The next Roundtable meeting is scheduled for January 22, 2002 at 7:00 p.m. in the Samuel Greenberg Board Room at the LAWA Administration Building.



Los Angeles International Airport

Alternative D