



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of The Special Meeting June 8, 2005

Roundtable Members Present

John McTaggart, Chairman Representing LA County Fourth District Supervisor Don Knabe
Michael Cassidy, Representing City of Hermosa Beach Councilman Sam Edgerton
Gary Parsons, Hawthorne City Councilman
Paul Nowatka, Torrance City Councilman
Edgar Saenz, Representing Congresswoman Maxine Waters
Denny Schneider, Westchester /Playa Del Rey Neighborhood Council
Roy Hefner, LAX Area Advisory Committee
James O'Neill, City of El Segundo
Beverly Ackerson, PANIC
Dorothy Harris, Ladera Heights Civic Assn.
John Kurywchak, FAA
Robert Holden, LAWA representing Patricia Tubert
Walt Gillfillan, Roundtable Facilitator

1. Call to order

Roundtable Chairman John McTaggart called the special meeting to order at 6:10 p.m. in the Samuel Greenberg Boardroom, LAX

2. Presentation by Harris Miller Miller & Hanson Inc. (HMMH) and Discussion of the LAX Part 161 Study – Bob Holden

Mr. Holden introduced the consultant team members that were present:

- Bob Miller – HMMH
- Ted Baldwin – HMMH
- Peter Stumpp – Simat, Helliesen & Eichner (SH&E)
- Beverly Jones, SH&E

Mr. Holden noted that the Los Angeles City Attorney's Office has also retained the law firm of Palmer Dodge as outside counsel for the Part 161 Study.

Mr. Miller began his presentation by defining the parameters of the study at LAX by quoting from the LAWA request for proposals: "Establish a partial curfew at Los Angeles International Airport (LAX) that would prohibit the easterly departure of all aircraft with, certain exemptions, between the hour of 12:00 midnight to 6:30 a.m. when the airport is in Over Ocean Operations, or when it remains in Westerly Operations during these hours".

Mr. Miller used a power point presentation to outline his points. The details of this presentation will be posted on the project web site. The following are the topic areas covered by Mr. Miller:

- Presentation agenda
- Team roles
- HMMH and SH&E experience
- Team support from other consultants
- Recent experience with a successful effort at Naples Florida
- A illustration of the problem with CNEL and single event metrics
- Related issues
- Outline of the Part 161 process
- Part 161 insights
- Project tasks
- Public outreach
- LAX/Community Noise Roundtable

Mr. Ted Baldwin discussed the implications of the recent Federal Appeals Court decision regarding Naples Airport's litigation with the FAA which overturned the FAA's determination that Naples' approved Part 161 Study was in violation of their grant assurances as being unreasonable and discriminatory.

The following statements or questions were made during the presentation. Responses to questions will be dependent on the information gathered in the study. Because of this, responses are not noted in this recap:

- The study should identify all of the reasons use to justify taking off to the east during Over Ocean Operations
- Why don't the hours of Over Ocean Operations begin earlier?
- Will the historical LAX noise complaint record be useful in supporting consideration of noise impacts outside of the 65 CNEL noise contour?
- There was a recent article in the Los Angeles Times regarding the night time wind patterns
- Will the public outreach program be more than information presentation? Will ideas from the community be incorporated in the study?
- The lack of land use zoning restrictions will be important
- How will the Part 161 Study incorporate the LAX Master Plan?
- How will the Part 161 Study incorporate the 1984 LAX Part 150 Study results?
- How many Part 161 successes and failures have there been?
- The hours in which the Over Ocean Operations can be used may be shortened as the demand increases in the future.
- All interested groups should be included in the public outreach program
- Will the PV Peninsula be included in the impact areas?
- Will low frequency noise be considered?

3. Roundtable Member Discussion

Mr. Holden noted that the FAA Record of Determination (ROD) for the LAX Master Plan was now available. The FAA has provided the Roundtable with a copy, both paper and digital, of the ROD. In response to a question regarding the use of the outboard runways at night, Mr. Holden noted that provisions for that use was contained in the LAX preferential runway use policy.

Councilman Parsons from the City of Hawthorne noted that his City Council was considering the approval of 200 new houses off the eastern end of the Hawthorne Airport runway, an action that he was opposed to.

Mr. Gillfillan noted that the changes suggested by the Roundtable have been summarized and will be circulated for Roundtable approval at the July meeting. Once approved, a chronological summary of the tasks will be prepared as requested, together with a listing that notes the lead agency for each task.

4. Comments from the Public

None

5. Adjournment

The next regular meeting of the Roundtable will be convened at 7:00 p.m. on July 13, 2005 in the Samuel Greenberg Boardroom, LAX.

There will be no meeting of the Flight Track Data Subcommittee on August 10th. All members of the Roundtable are invited to attend the LAX Master Plan Stakeholders Forum on August 10th at Loyola Marymount University at 6:00 p.m.

The meeting was adjourned at 7:45 p.m.

ATTACHMENT A

Modifications To The Work Program Directed By The LAX Roundtable May 11, 2005

DESCRIPTION OF NOISE ISSUE	MODIFICATION DIRECTED BY THE ROUNDTABLE
I.1 Honor the use of the night Over Ocean Operations procedure	a. Combine with I.2 b. Include the review of existing noise abatement rules evaluation
I.3 Arrivals to the north runways extend eastward during certain time periods cause low over flights	a. List the five actions included in the 9/11/02 letter to the FAA
II.1 Early turns by aircraft departing Runways 24; Aircraft departing Runways 24 should be at a higher altitude over populated areas	a. Change "Runways 24" to Runway 6-24 b. Add "missed approach turns" to description of issue c. Update Current Status for the Stakeholders meeting
II.2 Low frequency noise events	a. Move to V. Continuing and Follow-up Efforts on Work Items b. Add reference to the new noise monitoring system c. Reference new noise metric work by FICAN
III.1 Over flight by aircraft executing a missed approach	a. Move to VI. Completed Work b. Add existing procedure to Current Status
III.2 Need formalization of noise mitigation efforts; FAA in the Roundtable process	a. Add to the agenda for November 2005 meeting b. Write a letter to Wm. Withycombe, Administrator Western-Pacific Region, FAA
III.3 Take full advantage of the unique opportunity afforded by the ocean for over-water routings; Over flight by turbo-prop aircraft	a. Add turbo-jet aircraft to the Description
III.4 The use of the loop route with low flights back over the coast	a. Revise the Current Status to indicate that the new KWYET procedure is work in progress
III.5 The BASET TWO arrival procedure puts arrivals to Runways 06 and 07 over Hermosa Beach	a. Move to VI - Completed Work Items. b. Revise the Current Status to indicate that the published procedure provides for a minimum coastline crossing altitude of 6,000 feet.
III.6 Jet departures from LGB flying over the South Bay Communities	a. Move to VI – Completed Work Items
IV.1 Obtain information about the FAA, Part 161 - Notice and Approval of Airport Noise and Access Restrictions	a. Combine with Work Item I.2
IV.3 Consider the addition of turbo-prop aircraft to the Stage 4 deliberations	a. Move to VI – Completed Work Items
IV.6 Status report on the Part 161 update	a. Combine with Work Item I.2

DESCRIPTION OF NOISE ISSUE	MODIFICATION DIRECTED BY THE ROUNDTABLE
IV.7 Review/comment on the noise elements of the Draft Supplemental EIR/EIS	a. Move to VI – Completed Work Items
IV.8 Review of single event noise metrics	<ul style="list-style-type: none"> a. Add low frequency noise to the Description b. Provide for a periodic update
IV.9 Review responses to the Roundtable comments on the Draft Supplemental EIR/EIS	a. Move to VI – Completed Work Items
IV.10 Routings of helicopter in the vicinity of Hawthorne that are arriving and departing LAX	<ul style="list-style-type: none"> a. Move to VI – Completed Work Items b. Add the change to the “green line” location made by the FAA to the Current Status
IV.11 No easement for sound insulation mitigation actions	a. Send a letter to the City Attorney requesting a briefing to the Roundtable
V.1 Needs to be a Stage 4 technology (originally Work Item I.3 and IV.3 for Stage 4 turboprops)	a. Move to VI – Completed Work Items
V.3 Review/comment on the noise elements of the Draft Supplemental EIR/EIS(Originally Work Item IV.7)	a. Move to VI – Completed Work Items