



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of July 18, 2007

Roundtable Members Present

John McTaggart, Chairman Representing LA County Fourth District Supervisor Don Knabe
Denny Schneider, Vice Chair, Westchester /Playa Del Rey Neighborhood Council
Carl Jacobson, Councilman, City of El Segundo
Gary Parsons, Councilman, City of Hawthorne
Danna Cope, LAX Area Advisory Committee
Beverly Ackerson, PANIC
Dorothy Harris, Representing Ladera Heights Civic Association
Bob Holden, LAWA
Frank Sweeney, FAA, ATC
Walt Gillfillan, Roundtable Facilitator

1. Call to order

Roundtable Chairman John McTaggart called the meeting to order at 7:09 p.m. in the Samuel Greenberg Boardroom, LAX

2. Discussion of Runway 25L Departure Noise Issues Since Reopening of the Runway – LAWA Staff

Mr. Holden provided follow-up information on an alternative discussed at the June 6 meeting of the Noise Subcommittee. At that time, it was noted that aircraft departures were being conducted on Runway 25L instead of 25R and were causing noise issues in the City of El Segundo. The causes are related to the reinstallation of the Cat III approach lighting system at the threshold of Runway 25L that limits taxiing aircraft from crossing to 25R without interfering with aircraft arrival traffic, and the weekend closure of Rwy 25R for taxiway construction. Also, problems with the three RNAV departure procedures off Rwy. 25R have also caused an increase in noise to El Segundo. LAWA is coordinating an internal review with operations and engineering staff to see if the use of decommissioned Taxiway CC can be reinstated, and has requested the FAA investigate methods to fix the problems with the RNAV DP's.

Mr. Mario Alonzo of LAWA Noise Management Division presented a PowerPoint summary of data collected by LAWA staff indicating the "before/after" air traffic patterns of aircraft departing Runway 25L/R. Generally, departures show turns towards the south that can

appear to fly close to the City of El Segundo. During the discussion, a number of points were made:

- A staff review of the FAA Terminal Procedures Manual (TERPS) criteria indicates that there may be an opportunity to move the Runways 25 departures away from El Segundo without compromising the instrument minima and separation standards. This should be checked with the FAA procedures staff and discussed during Walter White's visit at the September 19 Roundtable meeting.
- FAA noted that the climb altitudes are restricted at or below 3,000 feet because of the VFR corridor over LAX.
- It was also noted that procedures may be established to "fly-by" or "fly-over" way points.
- Because of the proximity of the northern runways at LAX, the FAA requires a 15 degree left turn for aircraft departing from the southern runways.
- It was noted that one important issue is RNAV departures from Runway 25R that turn left and appear to have departed from Runway 25L.

3. Review/Approval of the Roundtable's Work Program – Walt Gillfillan

Mr. Gillfillan noted that the draft Work Program being discussed is the result of the general directions provided at the June 13 meeting. The format is reflective of the Roundtable's mission statement contained in the Bylaws – (1) to identify noise impacts in the surrounding communities, and (2) To recommend courses of action that could reduce noise over affected communities. He also noted that completed Work Program items are now contained a separate document.

The Roundtable members provided the following comments that should be incorporated into existing items or added to the current draft document:

- Aircraft arrivals outside of normal approach paths
- During eastern departures, aircraft turning east and north over residential areas
- Support of continuous descent approaches
- How to use abilities of the new ANOMS
- Application for a new CALTRANS "variance" on the three-year cycle
- Need a list of current action items in advance of each meeting
- Maintain a list of outstanding correspondence and the status of each
- A status report of relevant ICAO, federal and state legislative actions
- Briefings on relevant technical improvements
- A reporting of the effectiveness of mitigation actions recommended by the Roundtable
- Copy the Air Transport Association with the Work Program and meeting agendas to encourage its participation
- Assign a scheduling priority to the draft Work Program.

4/5. Staff/Status Reports – LAWA Staff

- The Part 161 Study is still awaiting the revised fleet mix forecast from the Specific Plan Amendment Study. Work on the Part 161 is on hold until that fleet mix is developed
- Construction of noise monitoring sites are still in progress. Eighteen replacement locations have been completed and one new site established at LAX. Other work on the system is also continuing

6. Roundtable Member Discussion

- The maximum capacity of the LAX runway system is 80 departures and 84 arrivals per hour.
- There appear to be more arrivals from the north to the Runways 24

7. Comments from the Public

- The next regularly scheduled meeting date (September 12) is a religious holiday.
- The airspace redesign could result in a shifting of aircraft flight paths
- Lack of U.S. Customs services at other Southern California airports may increase operations at LAX
- FAA is looking at reducing turbo-prop over flight of the Peninsula
- Wyle Labs representative offered to provide “noise 101” presentations to the Roundtable

8. Adjournment

The next regular meeting of the Roundtable will be convened at 7:00 p.m. on Wednesday evening, September 19, 2007 in the Samuel Greenberg Boardroom, LAX.

The meeting was adjourned at 8:45 p.m.