



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of January 9, 2008

Roundtable Members Present

John McTaggart, Chairman, Representing LA County Fourth District Supervisor Don Knabe
Carl Jacobson, Councilman, City of El Segundo
Blake LaMar, Representing the City of Palos Verdes Estates
Mike Cassidy, Representing the City of Hermosa Beach
Edgar Saenz, Representing Congresswoman Maxine Waters
Danna Cope, LAX Area Advisory Committee
Beverly Ackerson, PANIC
Dorothy Harris, Ladera Heights Civic Association
Tony DiBernardo, FAA, ATC
Roger Johnson, LAWA
Scott Tatro, LAWA
Bob Holden, LAWA
David Chan, LAWA
Kathryn Pantoja, LAWA
Walt Gillfillan, Roundtable Facilitator
James O'Neill, City of El Segundo
Yvonne Bedford, Alternate, Ladera Heights Civic Association

1. Call to order

Roundtable Chairman John McTaggart called the meeting to order at 7:05 p.m. in the Samuel Greenberg Boardroom at LAX.

2. Presentation of New and Revised LAX RNAV Procedures

Mr. Walter White, Airspace and Procedures Support Manager of So. Cal. TRACON, provided a PowerPoint presentation on the new RNAV procedures for jet and turboprop aircraft at LAX. RNAV departure procedures known as the HOLTZ, OSHNN, and KARVR have been revised to include new two waypoints offshore of Runway 25R, the DOCKR and WEILR waypoints, to specifically guide aircraft departing from RWY 25R to maintain runway heading until they pass the shoreline and then commence the turn heading in a southwesterly direction. Whereas, the previous procedures use the waypoints, ADORE and HIIPR, located offshore of Runway 25L that caused aircraft departing from RWY 25R to commence their turn before reaching the shoreline. While not necessarily causing early turns, the procedures did result in aircraft turning prior to the shoreline, and therefore closer to the community of El Segundo. The revised procedures, which became effective as of December 20, 2007, should correct this problem and reduce the noise impact to El Segundo.

A new RNAV procedure known as the JEDDD is being developed for turboprop aircraft departing at LAX. This procedure will route the turboprop aircraft to fly approximately two to three miles off shore around the Palos Verdes Peninsula. This will consolidate those aircraft currently routed

offshore and around the PV Peninsula to a narrower path, which will further reduce noise impacts on the peninsula. The procedure is expected to be published by this summer. Currently, approximately 90% of the turboprop aircraft operating at LAX have the equipment and capability to perform the proposed RNAV procedure. The FAA is now studying the possibility of re-routing the ONT and PSP flights around the peninsula as well. Mr. White made no promises on that, but did say that it was currently being reviewed. Those destinations are the only remaining turboprops that currently cross over the top of PV.

The following comments/discussions were made after the presentation:

- The use of Regional Jets (RJ) will start to decline as more fuel efficient aircraft are used instead.
- A member was wondering if the route for aircraft departing east can be changed to make a right turn at the harbor freeway and then fly straight to the ocean to avoid flying over the Peninsula. Mr. White states that the FAA will not shift noise from one community to another, and there are potential Environmental Justice issues in doing this.
- There may be a possibility of implementing a RNAV procedure for aircraft departing east.
- The arrival altitude over the City of Manhattan Beach was raised from 6,000 ft to 8,000 ft several years ago at the request of the Roundtable when the BASET and REEDR procedures were revised.
- A member inquired about the minimum altitude requirement for turboprop aircraft over the Peninsula. Mr. White stated that the minimum altitude requirement for aircraft operating in the Class B airspace in the vicinity of the Peninsula is 5,000 ft.
- Currently a new Continuous Descent Approach (CDA) procedure has been implemented for jet aircraft arriving from the east at LAX, known as the RIIVR ONE. It is expected that 50% of all aircraft will be using this procedure by this summer. However, CDA procedure has not been developed for north arrivals crossing the SMO VOR. There are potential issues with the required 180° turn for aircraft arriving from the north that could interfere with creation of a CDA.
- It was noted on Friday, January 4th that there was heavy rain event that caused delay of flights for 3-hour. In addition, the wind shifted direction at midnight which caused LAX to turn around and go into East Ops. This caused a large number of missed approaches and a large number of aircraft to overfly the PV Peninsula.
- The distance at which aircraft make a turn during east departure operation is approximately 5-7 miles and is dependent on aircraft weight and performance.
- Qantas Airlines will be operating two new Airbus A380 aircraft at LAX by the end of 2008 and will increase to five A380s by 2011. LAX's current runway configuration is not designed to accommodate the A380 without some disruption to aircraft operations.
- The flight characteristic of an A380 is similar to that of a B747. However, all new aircraft have greater climb performance.

3. Selection of one member of the Roundtable to attend UC Symposium on Aviation Noise & Air Quality

LAWA staff stated that this year's Symposium, scheduled for March 2 through March 5, 2008 in Palm Springs, CA, will provide a variety of information on noise and air quality. Key topics of the symposium will include: research results from the Airport Cooperative Research Program (ACRP), new information on next generation air traffic systems, Very Light Jets (VLJs), airport sustainability and noise beyond DNL 65, and case studies on land use compatibility. A travel request has been submitted to the LAWA BOAC for approval on Monday, January 14, 2008 to pay the related expense for one member of the Roundtable to attend this event. (Note: the travel request was approved by the BOAC at that meeting). The Roundtable has selected Dorothy Harris, who represents the Ladera Heights Civic Association, to attend this year's event.

4. Presentation on Statistical Information on Noise Impacted Aircraft Operations

- This item has been deferred to the next meeting due to time constraints.

5. Status Reports

- Progress on New Noise Monitoring System Installation – Ms. Kathryn Pantoja stated that LAWA has completed the installation of 14 noise monitors for Van Nuys Airport, five of which are fully functional while the other nine are still awaiting inspections to be done by LADWP and other agencies as part of the permit requirements.

For LA/Ontario International Airport, there are a total of eight noise monitors that have been installed, two of which are operational and the other six required permitting process. At LAX, there are currently 22 noise monitors that are operational, another 16 noise monitors have been installed but require clearance from city agencies, and a final location has yet to be determined for 1 noise monitor. Ms. Pantoja also reported that Lochard has been making great progress on resolving issues on the software side, specifically the reporting features of the system.

- Progress on FAR Part 161 Study – Mr. Holden stated the current contract with Harris Miller Miller Hanson, Inc. (HMMH), the consultant company conducting the Part 161 study for LAWA, is up for renewal. A request will be made to the BOAC to renew the contract with HMMH for an additional three-year term, which will require City Council approval.
- Update on Issue with Noise Complaints Line – Mr. Tatro stated that LAWA Airport Operations Division will provide additional training to staff to provide better service to the public. A recording of the conversation may be helpful in monitoring the quality of service. Additional information will be provided at the next meeting.

6. Briefing on the following subjects – Walt Gillfillan

- Retirement of B727 series aircraft from UPS and Fed Ex – Mr. Gillfillan stated that Fed Ex has announced plans to replace its hush-kitted B727-200 aircraft with quieter B757-200 aircraft starting in 2008. UPS has already started switching its B727-200 to A320. The transition to quieter aircraft will result in reduction of noise impact. Mr. Gillfillan suggested that the Roundtable may wish to write a letter to Fed Ex to support its plan to retire the B727-200s and replace them with quieter aircraft. The Roundtable voted to accept Mr. Gillfillan's suggestion.
- New Subjects Being Considered for Research by ACRP – Mr. Gillfillan stated that Airport Cooperative Research Program (ACRP) which is managed by the Transportation Research Board (TRB) is an organization that conducts studies and researches on issues related to the aviation industry. In July 2007, ACRP submitted request to obtain funding to conduct research on a total of nine topics, five of which involve noise metrics and levels of significance that might be of interest to the Roundtable. Mr. Gillfillan suggested that the Roundtable may wish to write a letter to ACRP to offer its support of these topics since the Roundtable has made a similar motion in 2004. The Roundtable accepted Mr. Gillfillan's suggestion.
- Advisory Circular on Part 150 Study – Mr. Gillfillan stated that FAA is issuing an updated advisory circular on Part 150 Study and that comments or suggestions were being accepted on October 15, 2007. Since that date has passed the Roundtable did not wish to incorporate Mr. Gillfillan's suggestion to submit comments regarding this advisory circular.
- LAX Roundtable Correspondence Log – Mr. Gillfillan prepared a correspondence log that consists of a list of all outgoing letters from 2001 to 2007 along with associated status. It is noted that the dates of the letters may need to be updated. It was also noted that the status "open" may need to be clarified for certain items.

7. Roundtable Member Discussion

- LAWA staff stated that the Roundtable facilitator's contract expired on January 7, 2008 and action has been taken to issue a new Request for Proposals (RFP) for facilitator services.
- Several members express strong interest in retaining the current facilitator, Walt Gillfillan.
- Mike Cassidy stated that he will draft a commendation letter to Walt for all the great services that he has provided to the Roundtable.
- The Roundtable also voted on writing a commendation letter to the FAA for Walter White to express gratitude for the expedited process of issuing revised RNAV procedures and for all the great work he has done for the Roundtable.

8. Comments from the Public

- No comments were made.

9. Adjournment

The next meeting of the Roundtable will be convened at 7:00 p.m. on Wednesday evening, February 13, 2008 in the Samuel Greenberg Boardroom, LAX.

The meeting was adjourned at 9:15 p.m.