



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of February 13, 2008

Roundtable Members Present

John McTaggart, Chairman, Representing LA County Fourth District Supervisor Don Knabe
Denny Schneider, Vice Chair, Westchester/Playa Del Rey Neighborhood Association
Carl Jacobson, Councilman, City of El Segundo
Blake LaMar, Representing the City of Palos Verdes Estates
Beverly Ackerson, PANIC
Yvonne Bedford, Ladera Heights Civic Association
Steve Ramirez, FAA ATC Tower
Michael DiGirolamo, LAWA
Scott Tatro, LAWA
Bob Holden, LAWA, Acting Roundtable Facilitator
David Chan, LAWA

1. Call to order

Roundtable Chairman John McTaggart called the meeting to order at 7:06 p.m. in the Samuel Greenberg Boardroom at LAX.

2. Presentation on Aircraft In-Flight Procedures

Mr. David Chan provided a PowerPoint presentation of Calendar Year 2007 statistical information on aircraft in-flight procedures that are listed in the Work Program. The following is a summary of the key points of the presentation.

Work Program item I.A. - Extended Downwind Approach

- It was noted that the number of over flights over the City of Monterey Park from 2005 to 2006 has increased by 49%. This is mainly due to the fact that the south outboard runway was closed during that period to be relocated further south by 55 feet to allow space for construction of a center taxiway. The closure caused arrival traffic to shift to the north which, in turn, caused the increase in the number of over flights. From 2006 to 2007, there was a continual increase of 18% which was due to the shift of traffic to the north complex as a result of the weekend closure of the south inboard runway (25R) for ongoing construction of the center taxiway.
- It was also noted that for the month of November 2007 there was an increase in the number of over flights over Monterey Park due to a long period of low visibility condition for the month.
- Majority of the aircraft over flying Monterey Park are at an altitude between 2500 ft and 3000 ft. MSL.
- Between the hours of 0000 and 0630, there are minimal overflights over the City of Monterey Park due to LAX operating in over-ocean operations where aircraft are arriving and taking off over the ocean.

Work Program item I.D. – Aircraft Arrivals Outside Regular Approach Paths “Short Turns”

- From 2005 to 2006, there was a reduction of 38% in the number of short turn arrivals because of the closure of the south outboard runway that caused the shift of arrival traffic to the north runways. This shift of traffic limited the space required by pilots to maneuver the short turn approach.
- There is was a decrease of 15% in the number of short turn arrivals from 2006 to 2007.

Work Program item I.B. – Missed Approach/Go-Around

- There was a reduction of 29% in the number of go-around operations from 2005 to 2006, while the number remained at fairly the same level from 2006 to 2007 with a minimal increase of 2%.
- Go-around operations have become more balanced between the north and south runways since the reopening of the south inboard runway in 2007.

Work Program item II.A – East departures during Over Ocean Operations

- East departure operations occurring between midnight and 6:30 am reached the peak level in 2004 with 125 operations due to the heavy Pacific storms that existed that year.
- From 2005 to 2007, the number of east departures ranged from 55 to 80 annually.
- It was also noted that for the months of October and December of 2007, there was an increase of non-conforming east departures. The majority of these occurred on weekends when the south inboard runway was closed, which caused aircraft to depart to the east on the outboard runway due to its shorter length.

Work Program item II.B – Early turns of aircraft departing to the west

- Revised numbers of north early turns for months of April to September of 2007 were presented.
- There were significant reductions of early turn operations on the north side in 2006 and continuing through 2007. One of the factors for decrease is that most of the commuter airlines have been switching turboprop aircraft to regional jets. Majority of the early turns to the north are conducted by turboprop aircraft.
- On the south side, early turn operations increased by 45% from 2005 to 2006 because of the closure of south inboard runway and partially due to the RNAV procedures.
- From 2006 to 2007, there was a further increase of 72% in the number of south early turns, in which majority of these are departures from the south outboard runway, which is now located further south by 55 feet.
- A graphical illustration was shown to display the before and after effects of implementing the revised RNAV procedures for RWY 25R. The illustration shows that the flight tracks shifted slightly to the north.

Work Program item II.D – Improperly flown loop departures

- It was noted that there was an increase of loop departures that over flew the beach communities of Manhattan Beach, Hermosa Beach, and Redondo Beach for the month of December 2007. This increase is caused by several periods of high winds during the month.

Work Program item II.C – Turboprop community over flight

- The number of overflights by turboprop aircraft of the Palos Verdes Peninsula has decreased annually from 2003 to 2007.
- A graphical illustration was shown with current flight tracks for turboprop aircraft departing to the south along with future waypoints for the proposed turboprop RNAV departure procedure, JEDDD. The RNAV procedure will cause the current tracks to be in narrower path and be re-routed further offshore by approximately two miles. However, the RNAV

procedure will probably not eliminate all the flights that currently are crossing over the PV Peninsula heading to Palm Springs and Ontario.

3. Status Reports

- Progress on New Noise Monitoring System Installation – Mr. Scott Tatro stated that LAWA is making great progress on the installation of new noise monitors for LAX, VNY and ONT airports. The most time consuming part of the process is the permitting requirements which involve inspections, documentations, and obtaining approvals from city agencies and utilities companies. For the web-based flight tracking system, Lochard is working on improving the quality of the flight tracks. The system is capturing multiple sources of radar data to ensure complete coverage of an 80 miles radius. Mr. Tatro also stated that the new noise monitoring system is expected to be up and running by June 2008.

Mr. Michael DiGirolamo added that other airports that have the same system are going through similar process and that LAWA will be obtaining a better end product as a result.

A member inquired if the noise system is able to provide data for the master plan study such as the Environmental Impact Review (EIR). Mr. Tatro replied that the current and new systems have the capability to provide all sort of data to be used on any airport related studies.

- Progress on FAR Part 161 Study – Mr. Holden stated that another consultant company will be preparing the revised fleet mix forecast for the LAX Part 161 Study. The revised fleet mix forecast is expected to be completed by next month. In addition, the current contract with Harris Miller Miller Hanson, Inc. (HMMH), the consultant company that is conducting the Part 161 study for LAWA, is in the process of being extended. Approval of the contract amendment, which adds three-years to the contract term and additional budget to the project, is scheduled for the March 3, 2008 BOAC meeting. The contract amendment will require City Council approval.
- Update on Problem with Noise Complaints Line – Mr. Mike Corlett of the LAX Airfield Operations Division stated that there is a number of new staff in the division, and that an internal meeting was held to specifically address this issue. Training procedures are in place for Airfield Ops staff to provide better service to the public. Mr. Bob Holden added that LAWA IT Division is working on a system to record the complaints taken live from complainants in order to monitor the quality of service.

4. Roundtable Member Discussion

- Mr. Denny Schneider claims that there were aircraft engine run-ups being conducted on the cargo facility near Westchester at night-time hours. Mr. Tatro replied that a noise monitor with a camera will be installed at the Fed Ex maintenance facility to monitor run-up activity as part of the new noise monitoring system. Mr. DiGirolamo added that LAWA operations staff is monitoring engine run-up activity on the airport and will halt any activity that is not in compliance with LAX rules and regulations.
- 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, which is scheduled for BOAC's approval on February 25, 2008. After approval is granted, the RFP will be posted on the L.A. City Business Assistance Virtual Network (BAVN) web site for a minimum of two weeks. Other processes such as pre-proposal meeting and selection interview will also be conducted. It is anticipated that a new contract should be in place by the July or September 2008 Roundtable meeting.

- The member representing the Ladera Heights Civic Association requests that the maps on the presentation should identify the location of Ladera Heights.
- Denny Schneider inquires if LAWA will be able to provide additional information on the Continuous Descent Approach (CDA) at LAX such as noise analysis and number of flights associated with the CDA.
- Mr. Blake LaMar states that there is an increase of complaints on turboprop aircraft flying over the Peninsula, especially in the morning hours. Mr. Tatro stated that in the past, portable monitor was used to record noise levels at the Peninsula and that noise levels associated with aircraft are at 65 dB and ambient noise levels were very low, between 30 and 35 decibels.
- Michael DiGirolamo provided a briefing on the following:
 - A bankruptcy court decision will be made on February 20, 2008 on whether to keep or eliminate turboprop aircraft operations from United Airlines at LAX.
 - Several of the airlines flying turboprops are phasing them out and replacing them with regional jets.
 - In 1999, there were approximately 2400 daily operations at LAX and today there are approximately 1840 operations per day. LAX has not recovered the operational levels seen prior to 9-11 incident. Although some airlines such as Jet Blue may be adding flights, others are decreasing flights which cause a balance in the total number of operations.
 - On October 15, 2008, Qantas will be operating the A380 to Melbourne every other day. In January 2009, a flight to Sydney will be added using the A380 with the same schedule frequency. Starting in June 2009, both of these flights will be operating on a daily basis. The Qantas A380 will be configured to hold a maximum of 455 passengers and will be replacing the B747's for these flights.
 - The A380 has the ability to use the short runways for takeoff and landing. It also has a greater margin for tailwind component at 14 knots so it may not require an east departure.
 - Singapore Airlines will be operating the A380 to London next month.
 - The demand for international travel at LAX has increased while the demand for domestic travel has decreased.
 - Several new international airlines will be starting services at LAX in 2008, starting with Air Tahiti which will be operating a B777 in June 2008. In October 2008, Vietnam Airlines will be starting service at LAX. In November 2008, Virgin Blue will be operating the B777 to Australia on a daily schedule.
 - Starting March 17, 2008, construction work on the taxiway C-10 (between Terminal 4 and the Tom Bradley International Terminal (TBIT)) for approximately 30 days. This will cause a closure of 10 gates and will affect how the aircraft are positioned with the auxiliary power unit on.

5. Comments from the Public

- No comments were made.

6. Adjournment

The next meeting of the Roundtable will be convened at 7:00 p.m. on Wednesday evening, March 12, 2008 in the Samuel Greenberg Boardroom, LAX.

The meeting was adjourned at 8:35 p.m.