



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of September 9, 2009

Roundtable Members Present

John McTaggart, Chairman, Representing LA County Fourth District Supervisor Don Knabe
Denny Schneider, Vice Chairman, Westchester Neighbors Association
Carl Jacobson, Councilman, City of El Segundo
Mike Gureckas, Representing Congressman Dana Rohrabacher
Chad Molnar, Representing Councilman Bill Rosendahl
Blake LaMar, Representing the City of Palos Verdes Estates
Beverly Ackerson, PANIC/City of Rancho Palos Verdes
Danna Cope, LAX Area Advisory Committee
Dorothy Harris, Ladera Heights Civic Association
Steve May, FAA Western-Pacific Regional Office
Michael DiGirolamo, LAWA
Bob Holden, LAWA
David Chan, LAWA
Gene Reindel, Roundtable Facilitator

1. Call to order

Roundtable Chairman John McTaggart called the meeting to order at 7:00 p.m. in the Samuel Greenberg Boardroom at LAX. During the audience introduction, Messrs. Lorenzo Briceno and Cesar Ruiz introduced themselves as representatives from Councilman Bernard C. Parks' office. Mr. McTaggart invited them to join the members at the table but they declined the invitation.

2. Status Update on Request for Roundtable Funding Support from Member Jurisdictions

Mr. Bob Holden stated that the Roundtable mailed letters to 13 member jurisdictions requesting funding support of the LAX/Community Noise Roundtable. The Roundtable requested that the jurisdictions provide a response by August 31, 2009 and indicate whether or not they would provide some level of financial support. Prior to the meeting, the Roundtable received two verbal responses. One was from Supervisor Don Knabe indicating that Los Angeles County will not be providing funding support to the Roundtable. The other response was from the City Manager of Palos Verdes Estates indicating possible interest if other jurisdictions are providing support as well. Palos Verdes Estates also indicated it is difficult to provide funding at this time due to the financial crisis. During the meeting, Carl Jacobson, Councilman for the City of El Segundo, indicated that El Segundo is not providing support to the Roundtable. This leaves 10 remaining jurisdictions with no response at this time.

Mr. Holden also stated that LAWA staff is preparing a Board report to request BOAC authorization to exercise a one-year renewal option of the facilitator’s contract and is intending to present it at the second BOAC meeting in November.

Members of the Roundtable asked what happens with the money saved as a result of the Roundtable meeting six times per year rather than the traditional 10 meetings. Members also asked if the savings could be used to hold an additional meeting if it was needed. Mr. Holden responded by stating that the savings recognized from fewer meetings will go to back to LAWA to have available where needed, and that an additional meeting can occur, but only if there is a particular need outside of the purpose of the regular meetings. Danna Cope asked when the Roundtable should request for special meeting to be held. Mr. Holden responded that the Roundtable should make such request as soon as possible.

Member Carl Jacobson mentioned that the Roundtable will evaluate the effectiveness of the reduced meeting schedule at the January 2010 meeting.

3. Presentation on Next Generation Air Transportation System

Gene Reindel provided a presentation on the status of Next Generation Air Transportation System (also known as NGATS or more commonly known as NextGen). He indicated that Congress has mandated this initiative to modernize the U.S. air transportation system in order to:

- Increase capacity and reliability
- Improve safety and security
- Minimize the environmental impact of aviation

During the presentation, Mr. Reindel played an FAA video named “NextGen Gate To Gate”, which can be found on the FAA’s website at:

<http://www.faa.gov/about/initiatives/nextgen/nextGenVideos/>

The air transportation system was nearly at capacity prior to September 11, 2001. The main impetus for NextGen is that many predict aircraft operations will increase two to three times over the levels experienced prior to 9/11. The improvements to the system will be achieved by transitioning from the current archaic/low technology system to an advanced digital/integrated system as shown in the table below:

From	To
Ground-based navigation and surveillance	Satellite-based navigation and surveillance
Voice radio control	Digital data exchange
Disconnected information systems	Net-centric information access
Human-centric air traffic control	Automation assisted air traffic management
Fragmented weather forecasting	Probabilistic weather decision tools
Visibility limited airfield parameters	Equivalent visual operations
Forensic safety system	Prognostic safety system
Inefficient security screening	Integrated security risk management
Current aircraft environmental footprint	Reduced aircraft environmental footprint

The presentation introduced many acronyms, most of which are in relation to the groups responsible for developing NextGen or the systems that will be used with NextGen. The most important acronyms are:

- JPDO – Joint Planning and Development Office (for NextGen)
- EWG – Environmental Working Group (one of 9 working groups within JPDO)
- ADS-B – Automatic Dependent Surveillance – Broadcast (position of aircraft)
- RNAV – Area Navigation (performance-based navigation procedures)
- RNP – Required Navigation Performance (enhanced RNAV)
- CDA – Continuous Descent Approach or optimized profile descent

JPDO is responsible with updating the environmental policy for aviation, which is expected to be completed by 2012. This policy will provide high-level direction for addressing the aviation environmental impacts. JPDO will also be setting up goals and refining them over time to achieve the capacity and environmental goals of NextGen. The environmental goal for noise is to enable the absolute reduction of significant community noise impacts. The metric used to measure the impact is the number of people exposed to aircraft noise around U.S. airports as measured by DNL (or CNEL in California). The noise targets of NextGen are:

- 2009-2015: Reduce number of people exposed to significant noise by 4% per year
- 2015-2025: Significant airport noise to be within the airport boundary by 2025
- Beyond 2025: Confine moderate noise exposure (DNL 55-65) primarily within the airport boundary

Danna Cope inquired if there is any backup plan in the event of system failure. Mr. Reindel advised that is some form of redundancy program built into system to prevent failure.

Beverly Ackerson inquired if the pilot is required to accept whatever procedure assigned to him or her. Mr. Clausen advised that the pilot has the option to accept or deny a particular assigned procedure. If the pilot chooses to deny the procedure, then he will need to initiate a dialogue with the FAA tower.

Blake LaMar asked if NextGen can accommodate aircraft that do not have the proper equipment. Mr. Reindel indicated that NextGen can operate in a mixed environment consisting of both equipped and non-equipped aircraft.

The two following websites provide additional information on NextGen: www.jpdo.aero and www.faa.gov/initiatives/jpdo.

4. Presentation of RNP Procedures

Mr. Perry Clausen of Southwest Airlines provided a presentation on the work Southwest and other air carriers have been doing in regards to implementing Required Navigation Performance (RNP) procedures. Mr. Clausen was a pilot and is now the manager of a technical group within Southwest called the Air Traffic Control Systems and Flight Operations. Mr. Clausen indicated that the aviation industry is not waiting on NextGen to begin implementing procedures and

processes. The industry is making sure innovations that are being made today will be compatible with NextGen.

According to Mr. Clausen, one major impetus for these procedures is to improve safety of the aviation system. The FAA is implementing Safety Management System (SMS) by 2011 in all facets of the FAA. Any change to the National Airspace System (NAS) will require Safety Risk Management review, which is similar to environmental review. SRM is a methodology that ensures all hazards are identified and all associated safety risks are mitigated to an acceptable level prior to implementing changes to the NAS. Dorothy Harris was interested in who pays for these improvements to safety and the cost to conduct the SRM reviews. Mr. Clausen stated that you, the taxpayers, pay for them.

Southwest sees RNP as a win-win solution to high fuel cost, congestion, and environmental issues, and it is working with a number of airports to implement RNP. Mr. Clausen indicated that no RNP procedure is being developed at LAX at this time, but he expects it to be developed in the future.

Beverly Ackerson asked if this procedure will create more flight paths. Mr. Clausen replied that it will create an environment with narrow flight paths.

5. Statistical Update on LAX Runway Utilization

Mr. David Chan provided a statistical update on the runway utilization at LAX covering a 13-month period from August 2008 to August 2009. Mr. Chan noted that runway use is mostly affected by runway closure activity. During the period from Sept to Dec 2008, runways on the north and south complexes were partially closed for the installation of runway status lights and for the reconstruction work on Taxiways E and V. These closures caused the FAA and aircraft operators to deviate from the Preferential Runway Use Procedures. From January to April of 2009, the level of runway closures stabilized, thereby resulting in more aircraft operating in accordance with the runway use procedures. In more recent months from May to August 2009, there were some levels of closure activities occurring on the north and south complexes but those closures did not affect much of the operations in term of runway use.

The presentation also compared cargo carrier operations on the south complex. It indicated that, for the most part, cargo operators are generally departing more on 25R. Factors that cause cargo carriers to depart on 25L include, but are not limited to, runway closures and maintaining safe operations by minimizing the number of aircraft crossing active runways. The number of cargo carriers departing on 25L remained at a consistently low level during the most recent months.

Mr. Chan also showed a graph comparing the number of heavy aircraft departing on the south and north runways. He stated that the heavy aircraft are predominately departing on the south complex because of its longer runways. Heavy aircraft normally require the longer runway for takeoff to ensure safe operations, with the exception of the A380, because it has greater climb performance, it is able to depart on the shorter runway. The FAA defines "heavy" as aircraft that is capable of taking off with weight of more than 255,000 lbs.

6. Roundtable Member Discussion

Member Denny Schneider asked that the Roundtable review the correspondence log at the next meeting. Mr. Holden noted that the item will be placed on agenda for the next meeting.

Member Chad Molnar informed the Roundtable that LAWA changed its website extension from “.org” to “.aero”. The new LAWA website is now www.lawa.aero. Mr. Holden stated that the old website with “.org” also works and is expected to work for the foreseeable future.

Mr. Chan provided the Roundtable with an update on the JEDDD procedure. He indicated that according to the FAA, testing of the procedure is complete and the procedure is anticipated to be put into the FAA’s computer system by the end of October 2009, which at that time the procedure will go live. Mr. Chan also contacted Mr. Bob Novak, Skywest Chief Pilot, in regards to the airline being able to fly the new JEDDD procedure. According to Mr. Novak, all of Skywest’s aircraft are properly equipped to fly the RNAV. Another Skywest Chief Pilot, Mr. David Aquino, who is working with the FAA on the JEDDD procedure, agreed with Mr. Novak’s assessment and stated that Skywest sees no reason to not fly the procedure when it becomes active.

Member Beverly Ackerson reminded the Roundtable that she heard that not all Skywest’s aircraft are properly equipped to fly the JEDDD procedure.

Mr. Holden reminded the Roundtable that the next meeting is scheduled for November 18th due to Veteran’s Day occurring on the second Wednesday of November. Carl Jacobsen announced he has a schedule conflict on that date and cannot attend.

7. Comments from the Public

No public comments.

8. Adjournment

The next meeting of the Roundtable will be convened at 7:00 p.m. on Wednesday, November 18, 2009 in the Samuel Greenberg Boardroom at LAX.

The meeting was adjourned at 8:47 p.m.