



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of January 13, 2010

Roundtable Members Present

Denny Schneider, Chairman, Westchester Neighbors Association
Carl Jacobson, Councilman, City of El Segundo
James O'Neil, Alternate, City of El Segundo
Chad Molnar, Representing Councilman Bill Rosendahl
Beverly Ackerson, PANIC/City of Rancho Palos Verdes
Danna Cope, LAX Area Advisory Committee
Yvonne Bedford, Alternate, Ladera Heights Civic Association
Steve May, FAA Western-Pacific Regional Office
Rolan Morel, FAA LAX Air Traffic Control Tower
Michael DiGirolamo, LAWA
Scott Tatro, LAWA
Bob Holden, LAWA
David Chan, LAWA
Gene Reindel, Roundtable Facilitator

1. Call to order

Roundtable Chairman Denny Schneider called the meeting to order at 7:03 p.m. in the Samuel Greenberg Boardroom at LAX.

2. Presentation on Oceanic Tailored Arrivals

Mr. Richard Lanier from NASA Ames Research Center gave a presentation on Oceanic Tailored Arrivals. He indicated that in September 2006, NASA began working with the FAA, Boeing, and United Airlines to create a tailored approach for flights from Hawaii to San Francisco. The goal of these tailored arrivals is to have aircraft at idle power from cruising level to ground level. At SFO, the tailored arrival procedure has achieved this goal with the exception of aircraft having to reapply power during the final approach segment. Tailored Arrivals provide noise reduction benefit for communities outside of the 65 CNEL contour and reduction in fuel consumption for the airlines.

This procedure is also currently under development at LAX for aircraft arriving from the south over the Pacific such as flights originating from Hawaii, New Zealand, Australia, and Tahiti. The participating airlines involved with this procedure are Air New Zealand, Qantas, United, and Air France. The procedure at LAX is still in the planning and testing stages. Once it is fully implemented, there are approximately eight to ten arrivals per day expected to use the procedure. There are also possibilities to expand the number of tailored arrivals at LAX.

Bob Holden asked if this procedure can be developed for the north arrivals to prevent aircraft from flying over Monterey Park. Mr. Lanier responded yes.

A member asked if it is possible to provide a continuous descent approach (CDA) to 24R as the existing CDA is coming in on 25L. Mr. Lanier reminded the Roundtable that this is the first tailored arrival under development. With success of the one tailored arrival, others can be developed and implemented for LAX, but there are many obstacles given the congested airspace in the Los Angeles area.

Chairman Schneider voiced his concern that the tailored arrival currently under development comes over highly populated areas. Mr. Lanier commented that the procedure is still undergoing development and the track will change in the area close to the airport. Currently the procedure shows a 90-degree approach to final, which is very likely to change as pilots and the FAA prefer not to have aircraft enter the final leg of the approach at 90 degrees.

Chairman Schneider asked if there is a practical limit on the number of flights for these tailored procedures. Mr. Lanier commented that currently the limit is caused by the merging of other traffic into the arrival stream. Chairman Schneider asked if similar procedures could be developed for all arriving flights at LAX. Mr. Lanier indicated that these oceanic tailored arrivals are developed with the requirement of certain advanced navigation equipment, and that not all aircraft have the required equipment to utilize the procedures. At a later date, NASA expects to develop non-oceanic tailored arrivals at Denver International Airport, Houston Intercontinental Airport and San Francisco International Airport.

Chairman Schneider asked if the Roundtable can do anything to help facilitate the development of these procedures at LAX. Mr. Lanier did not think so at this time, but will reach out to the Roundtable if he thinks of a way the Roundtable can help.

Steve May announced that the FAA Office in Seattle is working to identify all problems associated with the Airspace Redesign Project and that it will include the LAX/Community Roundtable as a stakeholder in the process.

LAWA agreed to post the Oceanic Tailored Arrivals presentation on its website.

3. Special Election of Roundtable Officers

As the chair of the Nominating Committee, Member Danna Cope opened the election of Roundtable Officers by stating that there is currently one nomination for Chair, Member Denny Schneider and two nominations for Vice Chair, Councilman Carl Jacobson and Member Beverly Ackerson.

Member Cope opened the floor for additional nominations for Chair and proceeded to make three calls for nominations. The nominations closed with no additions. Councilman Jacobson made a motion to elect Member Schneider as the Roundtable Chairman. Member Ackerson provided the second for the motion. Mr. Denny Schneider was unanimously elected as Chairman of the Roundtable.

To proceed with the election of the Vice Chair, Member Cope asked the nominees to brief the Roundtable membership with their experience and desire to become Vice Chair. Member Cope then opened the floor for additional nominations for Vice Chair and proceeded to make three calls for nominations. The nominations closed with no additions. Ballots were then distributed to the seven voting members who were present. Councilman Carl Jacobson, who received four out of seven votes, was elected to serve as Vice Chairman of the Roundtable.

4. Discussion of Roundtable Meeting Frequency

In July 2009, the Roundtable agreed to temporarily reduce the meeting frequency from 10 to 6 times a year to help reduce costs associated with the facilitator contract. The purpose of this discussion is for the members to evaluate the meeting frequency and to make a determination to either stay at the 6 meetings per year or revert to the 10 meetings per year.

Carl Jacobson mentioned that the Roundtable has not worked on any items related to the work program for several months and that meeting 6 times a year will only delay the progress of the work items. Scott Tatro responded that LAWA staff has been and will continue to work diligently to schedule items on the agenda that are related to the work program. Some work items are in "waiting mode" because something else needs to be done first.

Chairman Denny indicated that he want the presentation material to be distributed to the members for review prior to the meeting. This will allow the members to study the material beforehand and to be more prepared for the meeting.

Member Cope made a motion to stay at the current schedule of 6 meetings per year with the ability to schedule additional meetings as required. The motion also requests the Roundtable to stay focus on the Work Program. Member Chad Molnar seconded the motion. After a short discussion the motion was unanimously accepted.

5. Follow-up Discussion on Correspondence Log

David Chan provided a follow-up report addressing the questions or comments that were raised during the review of the correspondence log at the previous meeting. He discussed the following correspondences.

1. ***March 14, 2004 letter to FAA requesting development of RNAV procedures for turboprop departing to the east on north runways.*** This item is a work in progress as the FAA requires consensus among all affected communities prior to developing such procedures. The Roundtable invited all affected communities to its February 2005 meeting to discuss this issue. A consensus was not reached.

At the last meeting, members wanted more information pertaining to the February 2005 meeting. *Additional information from the recap of the February 2005 meeting indicated that the Roundtable plan to invite turboprop operators to a future meeting to discuss the possibility of either delaying the turn upon departures or utilizing a RNAV procedure. However, no further action was taken since February 2005.*

Chairman Schneider requested to see a copy of the letter and to discuss this issue at a future meeting.

2. ***June 13, 2007 letter to Mayor of Los Angeles requesting his support in encouraging Qantas to comply with Over Ocean Operations procedures.***

At the last meeting, the members wanted clarification on the intent of this letter. *At the time, Qantas was interested in leasing additional area at LAX for its cargo operations. The intent of the letter was to request the Mayor for his support to include specific conditions in the lease agreement that would require Qantas to comply with the noise abatement procedures. LAWA subsequently discovered that the subject area was not available for leasing due to security reasons. The letter was never sent out because it was a moot point.*

Chairman Schneider requested to close this correspondence. He also reminded the Roundtable members that Roger Johnson proposed an idea of requiring the airlines to fill out a form with detailed information each time they do not comply with the preferred procedures. He wants to continue to pursue this idea.

3. February 13, 2008 letter to FedEx to encourage expedite replacement of B727-200 with quieter aircraft.

At the last meeting, Carl Jacobson inquired if Fed Ex is still operating the B727-200 aircraft. *According to LAWA records, Fed Ex had approximately 1300 B727 operations at LAX in 2004, and has reduced those operations to 240 in 2009. Fed Ex is expected to cease B727 operations by 2016.*

Chairman Schneider requested this correspondence be closed.

4. March 11, 2009 letters to Roundtable member jurisdictions to request their participation in the Roundtable.

At the last meeting, Chairman Schneider indicated that he would like to continue encouraging participation from all jurisdictions. *LAWA staff is requesting further instructions on how to proceed to continue encouraging participation from all jurisdictions.*

Member Cope proposed that the Roundtable request their presence at a specific meeting when discussing a Work Plan item that affects their jurisdiction.

Chairman Schneider recognized the need to also have airlines involved with the Roundtable. Mr. Chan indicated that he is working to get participation from the airlines.

7. Roundtable Member Discussion

Member Michael DiGirolamo stated that operation and passenger counts have been essentially flat for the past 18 months and that he expected those numbers to remain flat for 2010.

Chairman Schneider asked when the new terminal rates will take effect at LAX. Member DiGirolamo stated that on Monday, January 11, 2010 the BOAC approved the new rates to be charged to airlines operating at LAX. LAWA has not implemented the new rates as of yet.

Steve May provided an update on the personnel at the FAA Western-Pacific Regional Office. Lirio Liu is the new Deputy Regional Administrator replacing Elly Brekke who retired last June. Bill Withycombe has not retired yet and is still the Regional Administrator.

Member Chad Molnar announced that Councilman Bill Rosendahl is hosting a LAX-Community Liaison Town Hall Meeting on January 19, 2010 from 7:00 p.m. to 9:00 p.m. at the Orville Wright Middle School Auditorium. This is an opportunity to ask LAWA senior staff questions. He encouraged Roundtable members to attend.

8. Comments from the Public

No public comments.

9. Adjournment

The next meeting of the Roundtable will be convened at 7:00 p.m. on Wednesday, March 10, 2010 in the Samuel Greenberg Boardroom at LAX.

The meeting was adjourned at 9:00 p.m.