

**LOS ANGELES WORLD AIRPORTS
LAX COMMUNITY ROUNDTABLE MEETING**

**CORRECTED MINUTES
REGULAR MEETING: WEDNESDAY, DECEMBER 13, 2000
PROUD BIRD RESTAURANT
LOS ANGELES, CA**

Meeting convened at 7:00 p.m.

Roundtable Members Present:

John McTaggart, Chairman, Councilmember City of Rancho Palos Verdes
Mike Gordon, Mayor City of El Segundo
Dee Hardison, Mayor City of Torrance
Judy Dunlap, Councilmember City of Inglewood
Larry Kirkley, Councilmember City of Inglewood
Kevin Sullivan, Councilmember City of Redondo Beach
Sam Edgerton, Councilmember City of Hermosa Beach
Fred Mackenbach, Councilmember City of Palos Verdes Estates
Rick Learned, Office of Congressman Steve Kuykendall
Meryt McGindley, Field Deputy for Los Angeles Councilmember Ruth Galanter
Amy Ho, City of Monterey Park
Rathar Duong, City of Montebello for Councilwoman Norma Lopez Lee
Frank Sweeny, FAA LAX Control Tower
Mark Tellier, FAA Western Pacific Region, Operations Branch
Richard Cox, Air Transport Association
Roger Johnson, LAWA Deputy Executive Director for Environmental Affairs
Walt Gillfillan, Roundtable Facilitator

Others Present:

Mike Stevens, LAX Expansion No!
Roy Hefner, LAX Area Advisory Committee

REVIEW & DISCUSSION OF NOVEMBER MEETING MINUTES

No action was taken regarding the minutes of the November 2000 meeting.

REPORT FROM THE FORMATION COMMITTEE

The Formation Committee met prior to the main meeting. The Committee discussed consideration of the questions as to how does the Roundtable form itself, what is the membership, how is membership decided and who makes the membership decisions.

The Committee considered various formation options including such things as a formal Memorandum of Understanding (MOU), a Joint Powers Agreement (JPA) or a letter of interest. The letter of interest is a letter that would be submitted by a city, the county, congressional offices and other parties indicating their interest and indicating the name of the representative they would designate as their Roundtable member. There was also a discussion regarding membership including members-at-large which could include persons who are not elected officials or representing official organizations that could serve on the Roundtable. The Formation Committee also reviewed a draft of the Work Plan that will identify the various issues for the Roundtable to address, identify the people who will work on them, and a work schedule for their completion. Another item of discussion was a procedural issue of how exactly does the group conduct its meetings, and how does the community participate in this process.

FAA PRESENTATION

Mr. Mark Tellier of the FAA Western Pacific Region Operations Branch made a presentation, using PowerPoint graphics, concerning the characteristics of the LAX VOR, the standard flight patterns into and out of LAX, and Over Ocean Operations procedures used at LAX which occur at night.

The VOR stands for Very High Frequency Omnidirectional Range. It is a navigation aid for airplanes. The device sends out a number of radio signals that aircraft use, flying either toward or away from the VOR. The LAX VOR transmits signals up to an angle of approximately 60 degrees from the horizontal, which causes the zone of unreliable signal to be approximately 5700 feet wide at an altitude of 5000 ft., at an altitude of 10,000 ft. the signal is approximately 2 miles wide, and at 15,000 ft. the signal is about 3 miles wide. The flight procedures require the aircraft to cross the VOR at an altitude above 10,000, and most cross at between 10,000 to 14,000 feet. The FAA does not believe that the width of the VOR signal at altitude is having a large effect on the loop departures. The FAA believes that other factors such as the effects of wind, weather and control vectors affect whether or not the pilots go directly over the VOR. Most aircraft do go directly over the VOR with a 92 to 97 percent compliance rate.

Mr. Tellier then presented several graphics showing all aircraft activity in the Southern California area on March 29, 1999, including all jets, turboprops, helicopters and aircraft flying under Visual Flight Rules (VFR) using the "1200" transponder code. He then showed graphics depicting the standard approach and departure routes into and out of LAX. Mr. Tellier then answered some questions concerning the "loop" departure, stating that there have been no changes in the loop procedures for at least the last 10 years, and that aircraft fly in a swath that is 4 to 8 miles wide, not in a narrow track. He also stated that there are several factors that the Pilot and Air Traffic Controller must take into account that affect an aircraft's rate of turn including winds, weather, aircraft type, weight, and the presence of other aircraft in the vicinity. He also stated that aircraft that some persons in the South Bay see flying south from LAX over land are probably east departures due to weather. LAX has a waiver from the FAA to allow aircraft to depart with a tailwind until the wind speed exceeds 10 knots instead of the standard 6 to 7 knots. However, if a pilot requests an east departure when the tail wind is less than 10 knots and the airport is in west operations, the LAX Tower will grant the east departure for safety reasons.

Mr. Frank Sweeny, LAX Tower Support Manager made a presentation concerning LAX Over Ocean Operations (OOO) and how the FAA makes the determinations as to when to implement and deviate from the procedure. OOO is a noise abatement procedure at LAX that is used from midnight through 6:30 a.m., and LAX averages about 50 to 60 total operations per night during those hours. During the procedure departures go out over the ocean from the south complex to the west, and arrivals come in to the north complex from over the ocean to the east in the opposite direction using the inboard runways. The OOO procedure is used unless the runway visual range is below minimum standards, if the runway braking action is less than good, if the tail wind exceeds 10 knots, if LAX loses one whole complex, if LAX is down to one runway, or if the demand exceeds 29 total operations or 15 single operations on a runway per hour the airport is not turned around from west operations. However, if demand is the factor then the airport will be turned around when the demand drops below the previous mentioned numbers. He also discussed the days when LAX deviated from OOO during the past 3 months and the reasons. Mr. Sweeny also discussed the issue of east departures by heavy jets during those times when OOO are in effect and there is less than a 10 knot tailwind. The main reasons for these east departures are for safety reasons, and that the FAA cannot require the airplanes to offload passengers or cargo, which is up to the airline and the pilot. The infrastructure of LAX also is a factor in these east departures including runway length and the presence of the dunes at the west side of the airport. The bottom line is that Federal Aviation Regulations state that the Pilot in command of an aircraft is directly responsible for and is the final authority as to the operation of the aircraft. And, if the pilot says to the FAA that he or she needs this east departure for that aircraft to perform within the flight envelope, the FAA will honor that request.

PUBLIC COMMENT

One audience member commented that due to recent fog several aircraft were diverted to Ontario Airport (ONT), and inquired why can't those same aircraft be diverted to ONT during the hours of 12:00 midnight to 6:30 a.m.

One audience member wanted to know what is going to happen to property values due to the airport, and what can the Roundtable do about decreased property values.

One audience member wanted to know where the Roundtable agenda and minutes can be viewed, and would appreciate an audio tape of the meeting be made available. Also, will the subcommittee meetings be open to the public.

Mr. Hill-Smith of Inglewood wanted homes sound insulated without easements, and is concerned about safety issues with increasing operations.

One audience member wanted Manhattan Beach included in the Roundtable Work Plan.

One audience member wanted to know where the Roundtable information would be posted on the internet. (www.lawa.org)

ACTION ITEM

One Roundtable member requested information from the FAA concerning the number of aircraft operations within a 60-minute time window, during the time 12:00 midnight to 6:30 a.m., regarding when it becomes unsafe to allow aircraft to land and take-off simultaneously.

The Roundtable meeting was adjourned at 9:00 p.m. The next meeting is scheduled for January 10, 2001 at 7:30 p.m. at the Proud Bird Restaurant.