



LAX/COMMUNITY NOISE ROUNDTABLE
Special Meeting of the Roundtable
And The
Flight Track Data And Noise Subcommittees

Recap of Meeting
August 6, 2003

1. Call to order

Roundtable Chairman John McTaggart at 7:10 p.m. in the Samuel Greenberg Boardroom, LAX

2. Review/Consideration and Comment on the Aircraft Noise Elements of the LAX Master Plan Alternative D and the Supplemental Draft EIR/EIS – The following are the major points discussed and considered at the special meeting:

- Mr. Bob Holden, representing the Los Angeles World Airports, noted that there was a direct conflict of interest for the LAWA staff if they were to participate in this work of the Roundtable and its subcommittees. As a result, he would be observing from the audience, and would not be taking part in the Roundtable's deliberations on this matter.
- The Chairman asked the Roundtable's consultant, Walter Gillfillan, to lead the group in a workshop session whose purpose would be to establish just how the group should proceed, what product they would create and how their effort would be considered.
- Mr. Gillfillan suggested that the group consider the following:
 - a. The two subcommittees (Flight Track Data and Noise) assume the responsibility of reviewing the environmental documentation in detail and reporting their findings and recommendations to the full Roundtable membership
 - b. That there will be an extension of the original review dates from 45 days to 120 days or until November 7, 2003.
 - c. The Subcommittees look at five specific topic areas in workshop sessions to provide a basis for their commendations to the Roundtable:
 - **Metrics** – to understand which metrics have been used
 - **Comparison baselines** – review the assumptions for the use of the years 1996, 2000 and 2015
 - **Thresholds of Significance** – For the first time, the proposed EIR offers single event metrics together with locally-determined "levels of significance"
 - **Noise Impacts** – Identified for the various alternatives
 - **Mitigations** – Will the mitigations reduce/control the noise
- The Chairman asked for comments from the members present and from the audience:
 - Alternative D has relatively small runway relocations and extensions and, as a result, one should not expect to see significant changes in the noise exposure

- The noise mitigation information is contained in the Land Use section of the Amended EIR.
 - There should not be the usual vague terminology associated with the implementation of mitigation measures
 - Only two basic flight tracks were used in the noise analysis
 - There is no indication of noise impacts over the Palos Verdes Peninsula areas
 - It is not realistic to assume that 78.9 MAP is an absolute airport capacity
 - Aircraft operations, not the number of passengers cause noise impacts
- The combined Roundtable and Subcommittees acted as follows:
 - a. Proceed with the assumption that there will be a 120 day review period
 - b. The Flight Track Data and Noise Subcommittees will perform the detailed review and make recommendations to the full Roundtable by October 22, 2003
 - c. Directed to the Roundtable Consultant to prepare a recap to this meeting
 - d. Directed to the Roundtable Consultant to prepare an outline of a work program
 - e. Directed to the Roundtable Consultant to prepare a schedule that provides for at least three workshop sessions prior to the October meeting of the Roundtable.
Also, avoid conflicts with public sessions planned by LAWA for the EIR review

3. Subcommittee Members and Public Comments (provided above at the Chair's request)

4. Adjournment

The next meeting of the joint Subcommittees will be at 6:00 p.m. on August 13, subject to the concurrence of the Chair. The meeting was adjourned at 8:50 p.m.