



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of Roundtable Meeting March 17, 2004

Roundtable Members Present

John McTaggart, Chairman Representing LA County Fourth District Supervisor Don Knabe
Dwight Abbott, Palos Verdes Estates City Councilman
Mike Gurekas, Representing Congressman Dana Rhorabacher
Denny Schneider, Westchester/Playa Del Rey Neighborhood Council
Roy Hefner, LAX Area Advisory Council
Beverly Ackerson, PANIC
Michael DiGirolamo, LAWA
Walt Gillfillan, Roundtable Facilitator

1. Call to Order

Roundtable Chairman John McTaggart at 7:00 p.m. in the Samuel Greenberg Boardroom, at LAX. Chairman McTaggart announced that Mike Cassidy was under the weather and would be unable to attend tonight's meeting.

2. Status of the LAX Part 161 Study – Bob Holden, LAWA staff

Presentation

Mr. Holden noted that the preparation of a Part 161 Study is the Roundtable Work Program Item I.4, as well as a condition of the Memorandum of Understanding (MOU) between LAWA and the City of Inglewood. The purpose of the Study is to prohibit easterly departures during Over Ocean Operations (OOO), or when LAX remains in Westerly Operations during OOO hours. Because such a prohibition would be considered to be a Noise and Access Restriction applied to Stage 3 aircraft, the Airport Noise and Capacity Act of 1990 (ANCA) requires that a Part 161 Study be conducted by LAWA, and the Proposed Restriction must approved by the FAA.

Mr. Holden noted that his PowerPoint presentation would be posted on the Roundtable's web page on www.lawa.org. The following is a summary of the information presented:

- Description of the exemptions that might be a part of the proposed action and how the prohibition might be implemented and enforced.
- A list of the three elements of the Study
- The six statutory conditions required of ANCA
- The five types of analysis that must be performed

Currently, LAWA has received three proposals to conduct the Study and expects to have made a selection by early summer of 2004 with a contract start date in late summer. It is expected that the contract will take 3 to 5 years to complete at a total cost of \$3- to \$5-million.

Comments/Actions

- The Roundtable members asked that the previous LAWA report of easterly departures during Over Ocean Operations during a 19-month period be updated and reported to the Roundtable.
- Question was asked if shifting of noise would be a consideration in the Study.

3. Status Report on the LAX Noise Monitoring System Replacement Project – Scott Tatro, LAWA staff

Presentation

Mr. Tatro indicated that the existing Airport Noise Measurement and Management System (ANMMS) was created in 1992 by a firm that is no longer in business. As result, technical support of the system has to be provided in-house on a system that can not be updated. The project is to replace all components of the Noise Monitoring System at all three of LAWA's noise impacted airports (LAX, ONT and VNY).

The primary applications of the system are to produce the Quarterly Reports required by CALTRANS at LAX, ONT and VNY; enforcement/compliance/conformance with existing LAWA noise rules and procedures; complaint investigations; response to requests for information from individuals, communities and the Roundtable; and will be used to support the LAX Part 161 Study.

When the new system is completed, LAWA will be able to:

- Provide 50 to 75 monitor locations at the three airports;
- Have all new hardware/software;
- Integration with LAWA's land use data base;
- Retention of the historical information from ANMMS;
- Provide information on noise contours from 60 to 75 CNEL;
- Measure nighttime engine run-ups;
- Provide improved access to noise data by the public;
- Provide information at the A-weighted and C-weighted dB scales, and at the one-third octave band; and
- Provide single event noise information, time above and number above information.

The estimated cost is \$3 million with a 2 to 3 year completion schedule. It is expected to begin in the summer 2004.

Comments

- Will the public be able to comment on monitor locations?
- Is LAWA considering a Ground Run-up Enclosure at LAX?
- How will the new system handle noise complaints?
- Can the public see the final specifications for the system?
- When did LAX begin noise monitoring?
- There needs to a reduction of noise not just measurement of noise.
- Need to demonstrate before and after information when there are changes made in operations.
- Need to see noise value variations within flight path spread.

4. Status of LAX Noise Variance Application – Scott Tatro, LAWA staff

Presentation

Mr. Tatro indicated that LAWA submitted its application to CALTRANS to renew the LAX Noise Variance from provisions of the California Airport Noise Regulations on-time. The current variance was due expire on March 21, 2004, but the provisions of this variance remain in effect since LAWA submitted the renewal application in a timely manner. He noted that CALTRANS has written a letter dated March 5, 2004 to prior intervenors in the variance process. In the letter, CALTRANS indicated an interest in using the Roundtable as a forum for public input and asked the prior intervenors if they would be agreeable to such a process.

Comments/Actions

- Presentation of information on prior variance efforts and disappointments.
- Indication that the LAX Area Advisory Committee at their March 11 meeting has indicated that they wish to be an intervenor.
- Roundtable directed that a letter be written to CALTRANS asking for CALTRANS staff attend the May Roundtable meeting and provide a briefing on the proposed process.

5. Flight Track Data Subcommittee Report and Recommendation – Walter Gillfillan, Roundtable Consultant

The key points of the Subcommittee's evaluation and recommendations were summarized by Mr. Gillfillan. The Subcommittee members recommend that the Roundtable send a letter asking the FAA consider (1) establishing a RNAV procedure for the easterly turboprop departures from the north runways that would center the departures over a compatible land use corridor that currently exists and, (2) consider modification to the existing CHATY TWO departure procedure that would concentrate the initial turboprop departures over compatible land uses. This would delay the formation of the fan-shaped flight tracks at the lower altitudes.

The Roundtable received the report and elected to take action on the recommendation under agenda item 6.

6. Consideration/Approval of Letters to the FAA – John McTaggart, Chair

Letter to the FAA regarding the FTDS recommendations

The Roundtable approved a draft letter requesting the FAA establish a RNAV procedure for turboprops departing from the north runways during East Ops, and directed the Chair to sign it. The LAWA representative abstained on the motion.

Letter to the FAA regarding Class B airspace west of the Palos Verdes Peninsula

The Chair indicated that, this letter already has been sent due to the deadline for comment. It however, was drafted as an extension of comments already approved by the Roundtable for submittal to the FAA. It was noted that there was a similar concern discussed for the area north of the airport and that it had not been included. This was acknowledged and will be continued during the remaining work on the north side.

7. Subcommittee Members Discussion

- Included in the topic comments;
- Report by Bob Holden on the U.C Berkeley Noise Symposium;

- Direction for the preparation of a memorandum on possible comments the Roundtable may consider on the new FAA Center of Excellence of Noise Mitigation;
- Consideration for the sending a Roundtable member to the NOISE conference in Florida in July 2004; and
- The next Flight Track Data Subcommittee meeting is scheduled for April 14, 2004 at 6:00 p.m. in the Samuel Greenberg Board Room at LAX.

8. Public Comments

There were no public comments.

9. Adjournment

The meeting was adjourned at 9:00 p.m. The next meeting of the Roundtable will be at 7:00 p.m. on May 12, 2004.