



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of Regular Meeting
March 9, 2005

Roundtable Members Present

John McTaggart, Chairman Representing LA County Fourth District Supervisor Don Knabe
Dwight Abbott, Mayor, City of Palos Verdes Estates
Gary Parsons, Hawthorne City Councilman
Edgar Saenz, Representing Congresswoman Maxine Waters
Denny Schneider, Westchester/Playa Del Rey Neighborhood Council
Roy Hefner, LAX Area Advisory Committee
Beverly Ackerson, PANIC
Patricia Tubert, LAWA
John Kurywchak, FAA
Walt Gillfillan, Roundtable Facilitator

1. Call to order

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

2. Report on the UC Berkeley Aviation Noise Symposium – Roy Hefner

Mr. Hefner reported on selected topics from the Symposium:

- The keynote speaker was Congressman Mark Kirk, 10th Congressional District, representing communities adjacent to the O'Hare International Airport. He emphasized the need for noise compatibility with schools and the need to balance economic and environmental issues.
- The Gulfstream Company had a presentation and demonstration of their efforts to affect an acceptable "sonic boom" technology that might allow Congressional approval for supersonic over flights of the U.S. by business jets.
- Noted the FAA's Record of Determination for the new runway at the Boston Logan Airport that provided for restrictions on the use of the runway.
- Presentations on sound insulation work noted the importance of pre-work inspections and proper ventilation for mold control.
- Description of the City of Chicago's efforts with sod roofs
- The continuing concern for the use of the 65 DNL metric and criteria and the importance of the application of single event noise metrics and criteria.

- Presentations of work being conducted by the Center of Excellence for noise. Bob Holden described the presentation by Dr. John Paul Clarke of MIT on the Louisville Airport's demonstration project on Direct Descent Approaches used by UPS aircraft, which showed a measured reduction in noise, fuel use and flight time.

3. Report/Discussion of the SFO Fly Quiet Program – Walter Gillfillan, Consultant to the Roundtable

(This item was taken out of order with the concurrence of the Roundtable members.)

Mr. Gillfillan noted that special pages have been created for the Jeppesen Manual that describe the Fly Quiet Program at SFO. Of particular interest, are the graphic displays of the existing noise abatement procedures. Pages such as these are possible additions in the civilian, Jeppesen edition of the FAA procedures, but not in the Federal publication known as the Terminal Procedures Manual. It was noted that most airline crews use the Jeppesen version.

While the SFO Fly Quiet Program involves complex record keeping and computations, Mr. Gillfillan suggested that the publication of the graphic depiction of existing noise abatement procedures alone could be useful in obtaining improved compliance. The LAWA staff indicated that they have been looking into such an effort. The Roundtable members indicated that they support the efforts by the LAWA staff to provide similar graphic depiction of the existing LAX noise procedures. Mr. Gillfillan suggested the Mr. Dave Flint at SFO would be able to provide information about their efforts.

4. Report/Discussion of the February 9, 2004 Flight Track Data Subcommittee Meeting - Mike Cassidy.

Chairman Cassidy was not present due to family illness. LAWA staff was able to provide background information and additional data that has been compiled for both the North Side and Peninsula over flight issues, together with the Subcommittee's recommendations to the Roundtable. The following comments were noted:

North Side

- A question was posed as to the reliability of the 1999 land use data provided by SCAG
- Discussion of the use of a RNAV procedure vis-à-vis a delayed turn or a minimum altitude prior to a turn

Palos Verdes Peninsula

- LAWA staff discussed the jet overflights of the Peninsula due to east departures from LAX and the premature turns that are occurring after 9:00 p. m. on jet LAXX.FIVE Dagger Transition departures from LAX. Bob Holden stated that the jets on the Daggett Transition overfly the Peninsula anywhere from 12,000 to 20,000 ft. MSL and were probably under the control of the LA Enroute Center in Palmdale. LAWA staff will perform a gate penetration analysis to verify the altitudes of these overflights.
- The FAA will check their routings to be certain that the jet and southbound turbo prop departures are remaining off-shore. Also, that the turbo prop eastbound departures are crossing the Peninsula at 5,000 feet or above.

Subcommittee Recommendations to the Roundtable

In the recap of the Subcommittee's February 9 meeting, three recommendations were made to the Roundtable:

- Schedule a meeting with the turboprop airlines regarding a delayed left turn when departing the north runways during eastern operations
- Follow up with the FAA on off shore turboprop departures that “clip” the southern end of the Peninsula
- Again, invite Cathy, Singapore, China and Qantas Airlines to meeting with the Roundtable regarding the eastern departures during Over-Ocean Operations

The Roundtable members accepted that Subcommittee’s recommendations and directed the LAWA staff and consultant to place the actions on future agendas.

5. Roundtable Member Discussion

There were a number of items presented by the members:

- Mr. Holden asked for a Roundtable position on the release of the membership list. The list includes details on telephone numbers, e-mail addresses and addresses. The Roundtable authorized the release to the members.
- Mr. Holden of LAWA presented a status report on the Part 161 study. The selection of Harris Miller Miller & Hanson Inc. (HMMH) has been completed and the contract approval will be on the Board of Airport Commissioners (BOAC) agenda for approval at the March 21 meeting at 1:30 p.m. in the Board Room.
- Contract approval for the new noise monitoring system will probably be on a BOAC agenda in April.
- The State Noise Variance hearings have been set for May at a location near LAX to be determined. The intervenors have been identified and pre-trial hearings have been scheduled.
- The February 21 edition of the Airport Noise Report referenced the Roundtable’s comments to the FAA on the proposed Order 5050.4B

6. Public Comments

Noted in the previous agenda items

7. Adjournment

The next meeting of the Roundtable will be convened at 7:00 p.m. on May 11, 2005 in the Samuel Greenberg Boardroom, LAX.

The next Flight Track Data Subcommittee will meet at 6:00 p.m. on April 13, 2005 in the Samuel Greenberg Boardroom, LAX.

The meeting was adjourned at 9:20 p.m.