



## **LAX/COMMUNITY NOISE ROUNDTABLE**

### Recap of the Regular Meeting of March 11, 2009

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#### **Roundtable Members Present**

John McTaggart, Chairman, Representing LA County Fourth District Supervisor Don Knabe  
Denny Schneider, Vice Chairman, Westchester Neighbors Association  
Carl Jacobson, Councilman, City of El Segundo  
Gary Parsons, Councilman, City of Hawthorne  
Blake LaMar, Representing the City of Palos Verdes Estates  
Danna Cope, LAX Area Advisory Committee  
Yvonne Bedford, Alternate, Ladera Heights Civic Association  
Beverly Ackerson, PANIC  
Steve May, FAA Western-Pacific Regional Office  
Tony DiBernardo, 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 John McTaggart called the meeting to order at 7:02 p.m. in the Samuel Greenberg Boardroom at LAX.

#### **2. UC Davis Aviation Noise and Air Quality Symposium Report**

Roundtable member Gary Parsons provided a presentation that summarizes the various topics discussed at the Symposium. Some of the key points of the presentation include:

- Supersonic Aircraft - Corporate aircraft manufacturers are looking into developing supersonic business jets. These aircraft travel at a speed between 1.5 Mach to 1.8 Mach. NASA is conducting research to reduce noise level of these aircraft up to 35 dB, which reduces the noise effect of a "Sonic Boom" to a "Sonic Puff."
- Part 161 – FAA sets a very high bar for airport proprietors to implement any new noise restrictions. Bob Hope Airport (BUR) is currently proposing a curfew restriction to eliminate night-time operations which would require some shifting of aircraft operations to other airports in the region. BUR claims that it would be less expensive for BUR to shift operations to the other airports than to sound insulate homes.
- Virgin American is going green by using new A319 and A320 aircraft that have full GPS/Next Gen navigation capability. The airline also uses a single engine during taxi operations to reduce noise and carbon emissions. In addition, the company allows employees to work from home as part its "At Home Call Center Program."

- Pratt & Whitney “Geared Turbo Fan” – The manufacturer has developed an aircraft engine that can provide 12% to 15% fuel burn improvement, reduce CO2 emission by 3000 tons per aircraft annually, and reduce noise level to 20 dB below the Stage 4 standard. The engine has been tested on B747SP and A340 aircraft.
- Australia reported that majority (79%) of complaints come from areas outside the 55 DNL.

Mr. Parsons also moderated a lunch roundtable discussion on community outreach, which generated great discussion involving community members of forums from Canada, Oakland, and UC Berkley. Mr. Parson’s presentation has been posted on the Roundtable’s webpage on [www.LAWA.org](http://www.LAWA.org).

### **3. Noise 101 Tutorial**

Roundtable facilitator Gene Reindel provided an “Aircraft Noise 101” presentation to give the Roundtable members a better understanding on the difficult subject of noise and the various metrics such as CNEL, DNL, SEL, Lmax and others that are used to report aircraft noise. Mr. Reindel’s presentation has been posted on the Roundtable’s webpage on [www.LAWA.org](http://www.LAWA.org).

### **4. Status Update on LAX Ground Run-Up (GRU) Monitoring Unit**

Mr. David Chan provided an update on the GRU monitoring unit at the Fed Ex maintenance facility. The construction of the monitoring unit is complete with a camera to capture images of the aircraft at the blast fence area and a noise monitor to capture the noise levels associated with the ground run-up activity. The monitoring unit is powered by two solar panels with six backup batteries. Mr. Chan also demonstrated the associated Web based software interface used by staff to validate ground run-up activity. The GRU monitoring unit will allow LAWA to evaluate noise impacts of ground run-up activity by correlating noise levels from the Fed Ex site with other noise levels measured at nearby noise monitors. The monitoring unit is expected to be fully operational by summer 2009.

### **5. Roundtable Member Discussion**

Vice Chairman Denny Schneider requested a report on the runway utilization and short turn arrivals at LAX to be provided at the next meeting.

Chairman John McTaggart thanked Gary Parson for the UC Davis Symposium presentation.

Bob Holden, LAWA, reported that the number of early turns has decreased in recent months.

Michael DiGirolamo, LAWA, reported less GA activity recently.

Member Beverly Ackerson reported observing more aircraft overflying PV in the early morning and from late evening through midnight.

Member Gary Parson asked if the 3-hour time shift issue with the LAX AirportMonitor flight tracking system has been fixed. Bob Holden reported that the issue was resolved with the replacement of the server.

Michael DiGirolamo reported 1360 commercial air carrier operations per day in early March, 1150 on Saturdays, with about 20 cargo operations per day. Mr. DiGirolamo also reported that the expected additional A380 service will be delayed until June 2009 with a small increase to six flights per week and other increases will not likely result until 2010 or 2011. The result is likely to be that LAX obtains less than half of the A380 operations anticipated in the next five years.

Member Danna Cope asked if the economy will delay the Bradley Terminal project. Mr. DiGirolamo responded with “not sure” as it depends on the bond market.

Mr. Schneider asked if there is any difference in the reduced service between international and domestic operations. Mr. DiGirolamo responded that international flights are also decreasing.

Member Blake LaMar asked if the JEDDD is still in the works. Tony DiBernardo, FAA LAX Tower, responded yes. Member Ackerson added that she had heard that Skywest’s equipment was not capable of flying the RNAV.

Mr. Reindel announced that he was invited to attend the U.S./China Aviation Summit in Beijing, China and will be unable to facilitate the April meeting. Mr. Ted Baldwin, Sr. Vice President of HMMH will facilitate the meeting in Mr. Reindel’s absence.

**6. Comments from the Public**

Mr. Ed Lopez reported that he purchased a property six months ago located approximately six miles from LAX. Mr. Lopez’s home is in Los Angeles but is outside of the eligibility boundary of the Residential Sound Insulation Program. Mr. Lopez asked if there is another mitigation program available for him and his neighbors. Mr. Holden provided Mr. Lopez a business card and asked that he call him tomorrow to discuss further.

**7. Adjournment**

The next meeting of the Roundtable will be convened at 7:00 p.m. on Wednesday evening, April 8, 2009 in the Samuel Greenberg Boardroom, LAX.

The meeting was adjourned at 8:58 p.m.