



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of June 10, 2009

Roundtable Members Present

Denny Schneider, Vice Chairman, Westchester Neighbors Association
Carl Jacobson, Councilman, City of El Segundo
Mike Gureckas, Representing Congressman Dana Rohrabacher
Blake LaMar, Representing the City of Palos Verdes Estates
Danna Cope, LAX Area Advisory Committee
Beverly Ackerson, PANIC/City of Rancho Palos Verdes
Yvonne Bedford, Alternate, Ladera Heights Civic Association
Steve May, FAA Western-Pacific Regional Office
Tony DiBernardo, FAA LAX Air Traffic Control Tower
Michael DiGirolamo, LAWA
Bob Holden, LAWA
David Chan, LAWA
Gene Reindel, Roundtable Facilitator

1. Call to order

Roundtable Vice Chairman Denny Schneider called the meeting to order at 7:00 p.m. in the Samuel Greenberg Boardroom at LAX.

2. Discussion on Funding the LAX/Community Noise Roundtable

The Board of Airport Commissioners (BOAC) previously approved the facilitator contract for one year with two one-year renewal options for the remaining two years of the contract. The renewal option is at the discretion of the BOAC. The first one-year term is approaching expiration at the end of this calendar year. The condition to renew the contract requires the Roundtable membership to explore the possibility of sharing and/or reducing the costs of the Roundtable.

Gene Reindel provided a brief presentation comparing how other noise roundtables are operated and funded. Noise roundtables at San Francisco International and Oakland International Airports meet 6 times a year and 4 times a year, respectively, and both require certain members to contribute approximately 10% of the costs. Alternatively, the Chicago O'Hare International Airport Noise Compatibility Commission meets 10 times a year with the City of Chicago funding 100% of the costs.

After the presentation, Mr. Michael DiGirolamo provided a brief status of the financial situation facing LAWA as LAX continues to have reduced aircraft operation and passenger levels. According to Mr. DiGirolamo, all programs are being scrutinized and asked to substantiate their needs; much like what the BOAC is doing with the Roundtable. Mr. DiGirolamo stated that LAWA

is not proposing the Roundtable to be dissolved, but is asking the membership to examine whether costs can be shared and/or cut, and if there are ways that the Roundtable can become more efficient without degrading the service.

Ideas were then brought to light by various members, such as reducing the number of meetings per year, having the facilitator at every other meeting, and providing some sort of forum to help answer questions as issues arise if the number of meetings is reduced. The largest impediment raised in regards to reducing the number of meetings was the expectation that response to issues would be delayed to the next meeting rather than dealt with on a monthly basis. Further discussion ensued in relation to the gains achieved by the Roundtable and the importance of continuing the Roundtable.

No general consensus was made on this issue. The discussion is scheduled to continue at the July meeting and will be agendaized. Mr. Reindel requested the membership to give this topic a lot of thought over the next month and come prepared to find a viable solution.

3. Update on the FAA Reauthorization Bill

Mr. David Chan provided an update on the FAA Reauthorization Bill. The FAA previous authorization expired on September 30, 2007 resulting in the FAA operating under a series of continuing resolutions since that time. There was an effort to reauthorize the FAA in 2007 with H.R. 2881, but that bill did not become a law as it was passed by the House but not the Senate. The Reauthorization Bill was reintroduced in the House as H.R. 915 in February 2009 and was recently passed by the House of Representatives with a vote of 277 to 136. The bill is currently in the Senate for its consideration.

The H.R. 915 bill, as passed by the House, contains a number of provisions. Mr. Chan discussed some of those that are of most importance to the Roundtable including funding of Airspace Redesign Projects for the Los Angeles area among others, phase out of Stage 2 aircraft less than 75,000 pounds, CLEAN technology, and requirements for airports to publish noise complaint phone numbers and to provide noise reports to the FAA.

Mr. Chan also indicated that the Senate recently held a sub-committee meeting to gather perspective from the aviation stakeholders on the FAA reauthorization. Based on the information coming out of the sub-committee meeting, the general consensus among the aviation stakeholders is that they all support the provision on the Next Generation Air Transportation System (NextGen) and the passage of the reauthorization bill.

Particular comments from American Association of Airport Executives (AAAE) indicate that it supports the Stage 2 aircraft phase out restriction. AAAE also supports a provision that increases the cap of the Passenger Facilities Charge (PFC) from \$4.50 to \$7.00 to offset the increase in construction costs. Air Transport Association, on the other hand, opposes the increase of the PFC cap as it does want passengers subsidizing airport projects through PFC funds. Surprisingly, National Business Aviation Association did not mention any opposition to the Stage 2 phase out restriction and offered its support for NextGen and the passage of the bill.

4. Noise Monitoring System Update

Mr. David Chan also gave an update on the status of the new noise monitoring system at LAX, VNY and ONT. At LAX, there are currently 36 of the 42 monitors that are fully operational with one monitor in Athens waiting on permits to start construction and another monitor in South Gate being held up in obtaining the agreement to install monitor at the Metropolitan Water District's

property. One monitor located at the departure end of the south runways will be retrofitted with new equipment. The others (2 in Inglewood, 1 in Del Aire) are waiting for electrical connections.

At ONT, 10 of the 15 monitors are up and running, four are waiting on electricity, and one is waiting on the solar panels to be wired. One monitor located further out at ONT was eliminated from installation because of the lowered traffic volume and complaints received from neighbors indicating the monitor does not blend in well with the landscaping and the area. All noise monitors are operational at VNY.

The issue that caused the delays in obtaining electrical service for monitors in LAX & ONT is the electrical panels that were installed did not meet the specific requirements of So Cal Edison. Work is currently underway to switch out those panels with the ones approved by Edison.

Mr. Chan indicated that for the past several months, LAWA staff has been conducting reliability testing on all the functionality of the system and reporting any issues to the manufacturer. The test of each airport takes 30 consecutive days to complete. Testing for LAX and ONT has been completed with no major issues reported. VNY is still in the testing process with approximately one more week to go.

Testing of the more advanced features of system has also recently been completed with no major issues reported. Such features are designed specifically for LAWA including:

- Ability to record and playback the radio communications between pilots and air traffic controllers.
- Ability to automatically obtain information from LAWA operation logs. Such information consists of runway closure activities and deviations from Over-Ocean Operations.
- Ability to gather aircraft owner and operator contact information from FAA registry, Jetnet and other sources.

LAWA is preparing the documentation for Caltrans' review and approval of the new noise system.

Webtrak, the new internet flight tracking system is expected to go "live" on July 1, 2009. This system will replace the current Airport Monitor system as well the noise complaint form on the LAWA website. LAWA staff will make it well known when Webtrak is available online.

As for the Ground Run-Up (GRU) Monitoring Unit at Fed Ex, the vendor is working to enable the software to collect noise data from the site. This is the only run-up area planned for detection at this time, but the system can add more areas. LAWA is holding off for now with other areas because those areas are expected to be moved or removed as part of the airport development projects.

5. Roundtable Member Discussion

Member Carl Jacobson asked if there are any statistics available for this meeting on the runway use program. Mr. Chan reminded the members that he presented the runway use statistics at the May meeting and notified the members that he intends to update them on a quarterly basis.

Vice Chairman Denny Schneider asked if the runway analysis could include the number of aircraft that go to the end of 25L before taxiing off the runway. Mr. Holden stated that the system does not have the capability to monitor ground movements at this time. Mr. Tony DiBernardo responded that it is "very rare" that aircraft taxi to the end of 25L to exit the runway and that most aircraft use Taxiway P as it is the most utilized pavement on the airfield.

Mr. DiBernardo then informed the members that LAX is participating in a safety project and have installed runway safety lights to help eliminate runway incursions.

Mr. Schneider provided the members with information from the O'Hare Noise Compatibility Commission that recognizes the FAA for looking into the DNL noise standard and expecting to convene meetings of noise experts from around the world to plan its research agenda in this area. Mr. Schneider also provided information on the "Noise Action Plan for Heathrow", which is required by the European Union.

Mr. Schneider extended an invitation to all members to attend the swearing in of the Honorable Janice Hahn to her 3rd term as Los Angeles City Councilwoman, which is being held 10:00 a.m. Saturday, June 27, 2009 at the Historic Banning Residence Museum.

Mr. Schneider asked if there was any update on "Noise 2000" that the Roundtable provided substantial information but never heard back. Mr. Reindel offered to look into the status and report back during the July meeting. Mr. Schneider also suggested the Roundtable to revisit the letters it has written previously and follow up to get feedback, and to write more letter if appropriate.

Member Danna Cope asked for an update on continuous descent approaches (CDAs). Mr. DiBernardo responded that the majority of aircraft arriving on the south runways are using CDAs and that due to terrain and other operational issues there is no such procedure developed for the north runways. Mr. Reindel added that NextGen is attempting to resolve issues associated with applying CDAs at all airports and that the airlines really want to fly CDAs because of the fuel and money savings realized with these procedures. Mr. DiBernardo added that RNP can help, but not all aircraft are equipped to perform these procedures. Member LaMar stated that "idle descent" [which is the essence of CDAs] stops near the airport as the pilot must apply power prior to touch down.

Note: Further inquiries were made with Mr. Walter White from So Cal TRACON to clarify the CDA procedures at LAX. He indicated that CDA only applies to aircraft coming in from the east. Of those that are on the CDA, majority of them are landing on the south runways with about 10% to 20% of them are landing on the north runways. There is currently no CDA procedure for aircraft arriving from the north via the SMO VOR.

Member Ackerson asked for an update on the JEDDD procedure where the other members stated the reason for the delay of implementing JEDDD is mostly the cost to provide the necessary equipment on the aircraft flying those routes. Ms. Ackerson then asked about the operations level at LAX. Mr. DiGirolamo responded that they are the same as with recent months with about 1500 per day as compared to 1800 per day last year and 2400 per day back in Year 2000 (prior to 9-11).

Mr. James O'Neal wanted to know the formal response from the BOAC regarding the letter that was sent by the Roundtable on the funding issue and he requested that the letter to be redistributed to the membership.

6. Comments from the Public

A member of the public stated she had experienced a number of aircraft operating on the north complex during the hours of midnight to 6:30 a.m. and she believed that no aircraft were allowed to operate during those hours. Mr. Holden responded stating that LAX has no nighttime curfew, but has a policy to operate "over ocean" procedures during those hours of the night. However, weather and airfield maintenance can result in over ocean procedures being suspended at times.

7. Adjournment

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

The meeting was adjourned at 8:44 p.m.