



# Welcome To LAX Part 161 Study Overview





# LAX Part 161 Study

LAX/Community Noise Roundtable

Noise Subcommittee

October 16, 2002





# Reasons for LAX Part 161 Study

- Item I.4 of the Roundtable Work Plan
- LAWA Agreed to the Study in its MOU with the City of Inglewood





# Objective of a Part 161 Study

To Obtain FAA Approval to Implement a  
Noise and Access Restriction on Stage-3  
Aircraft





## Why do a Part 161 Study

The Airport Noise and Capacity Act of 1990 (ANCA) preempts airport proprietors from implementing any noise and access restrictions on Stage-3 aircraft without Federal Aviation Administration approval.





# Goal of LAX Part 161 Study

To prohibit the east departure of all aircraft, with certain exemptions, between the hours of 12:00 a.m (Midnight) to 6:30 a.m when LAX is in Over Ocean-Operations or when it remains in Westerly Operations during these hours.

This is known as the *Proposed Restriction*







# When Will the *Proposed* *Restriction* NOT be in effect?

When LAX has “turned around” and is in Easterly Operations





# Which Aircraft Will Be Exempt

- Military Aircraft
- Medical/mercy flights
- Government owned/operated aircraft involved in:
  - Law Enforcement
  - Fire/rescue operations
  - Other emergency operations







# LAX Proposed Restriction

- The specifics have not yet been determined
- The *Proposed Restriction* could be established by:
  - City Ordinance
  - Airport Regulation
  - Lease Conditions
  - Airport Use Agreement Conditions
- The *Proposed Restriction* will have sanctions for non-compliance
- The *Proposed Restriction* does not bind the FAA





# LAX Proposed Restriction

## Possible Penalties for Non-Compliance

- Criminal Misdemeanor Penalties
- Civil Penalties
- Increased Landing Fees
- Denial of Use of LAX for Repeated Violations
- Require the Airline to Disclose Certain Information





# FAR Part 161 Study Process

## Three General Elements

### **Element 1**

- Collect Data and perform necessary analyses to justify the *Proposed Restriction*
- Explain the Environmental and Economic Impacts of the *Proposed Restriction*
- Prepare the required reports and application materials





# Part 161 Process Elements

## Element 2

- Notify the Public, Airport Stakeholders and the FAA
- Allow sufficient time for comment on the *Proposed Restriction*





# Part 161 Process Elements

## Element 3

Submit the *Proposed Restriction* and Supporting Documentation to the FAA for Review and Approval

The FAA will **NOT** approve and LAWA **CANNOT** implement the *Proposed Restriction* unless it has complied with all three elements





# Part 161 Statutory Requirements

In order to obtain FAA approval of the *Proposed Restriction* LAWA must demonstrate that it satisfies the six statutory conditions set forth in ANCA.





# Part 161 Statutory Requirements

Therefore, LAWA must collect substantial evidence to prove that:

1. The *Proposed Restriction* is reasonable, nonarbitrary and nondiscriminatory.
2. The *Proposed Restriction* would not create an undue burden on interstate or foreign commerce.
3. The *Proposed Restriction* would maintain safe and efficient use of navigable airspace.







# Part 161 Statutory Requirements

Continued

4. The *Proposed Restriction* would not conflict with any existing federal statute or regulation.
5. LAWA has provided adequate opportunity for public comment on the *Proposed Restriction*.
6. The *Proposed Restriction* does not create an undue burden on the national aviation system.

The FAA's Part 161 Regulations explain in detail the type of analysis LAWA must complete in order to satisfy the six statutory requirements of ANCA





# Types of Analyses Required

## Five Types of Analyses

- Noise Analysis (Single event and DNL/CNEL)
- Airspace Analysis
- Legal Analysis
- Economic Cost/Benefit Analysis
- Environmental Analysis (CEQA/NEPA?)





# Where Are We Now?

- RFP for LAX and VNY Part 161 Studies on the December 3rd BOAC Meeting for Approval
- Select Consultant or Consultants in Spring 2003
- Start the Study in Late Spring or Early Summer 2003
- Estimated 3 to 5 Years for Completion of the LAX Study





THANK YOU





