



**Los Angeles World Airports
Part 161 Study
for
Los Angeles International Airport**

**LAX/Community Noise Roundtable
Meeting**

June 8, 2005





Agenda

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- **Introductions**
 - Bob Miller, HMMH: Project Director, LAX Project Manager
 - Ted Baldwin, HMMH: VNY Project Manager
 - Peter Stumpp, SH&E Proj. Mgr. and LAX Princ. Investigator
 - Beverly Jones, SH&E: VNY Principal Investigator
- **Project Team Members and Qualifications**
- **Specific LAX Noise Issues**
- **Part 161 Overview**
- **Project Tasks**
- **Public Outreach**



Team Roles

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- **HMMH** - Overall project management as well as all aircraft noise and performance analyses
- **SH&E** - Forecasts and benefit-cost analyses
- **Dakota Communications** - LAX public outreach
- **Crown Consulting** - Airspace analyses
- **LFA** - Airport and airfield operations analyses
- **MFA/JSA** - NEPA/CEQA and interagency coordination
- **Mead & Hunt** - Land use analyses
- **Medlin** - Noise measurement assistance



HMMH – International Leader in Aviation Noise

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HMMH – Aviation Experience in the U.S.

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- **Projects for FAA, NASA, US Air Force, US Navy, National Park Service, and Department of Justice**
- **Part 150 Noise Compatibility Planning studies and updates at more than 50 airports**
- **Part 161 Noise and Access Restriction Studies at:**
 - Naples Municipal Airport, FL
 - Pease International Tradeport, NH
 - San Francisco International Airport, CA
 - San Jose International Airport, CA





SH&E – Leader in Airport and Airline Economics

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- **Specializes in economic analyses and forecasts for airports, airlines, and other aviation industry groups worldwide**
- **Has worked closely with HMMH for many years on Master Plans, EISs, and Part 150 and 161 studies**
- **Responsible for Part 161 benefit-cost analyses at:**
 - Burbank, CA
 - Naples, FL
 - Pease International Tradeport, NH
 - San Francisco International Airport, CA
 - San Jose International Airport, CA



Team's Other Areas of Project Support

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- **Mead & Hunt authored the California State Airport Land Use Planning Handbook**
- **Dakota Communications provides local outreach with extensive community experience at LAX**
- **Crown Consulting has major role in Southern California Association of Governments Regional Airspace Study**
- **MFA/JSA offers familiarity with CEQA processes and can provide a local project office**



Relevance of Naples to LAX

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- The Naples study is the only submission that FAA has found in compliance with Part 161 analysis and notice requirements
- It extends the noise impact area beyond the FAA's traditional land use compatibility guideline of DNL (or CNEL) 65
- FAA challenged Naples for noncompliance with grant assurances
- *District of Columbia Circuit Court overturned FAA on June 3, 2005*





The Proposed Noise Rule at LAX

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From LAWA's Request for Proposals:

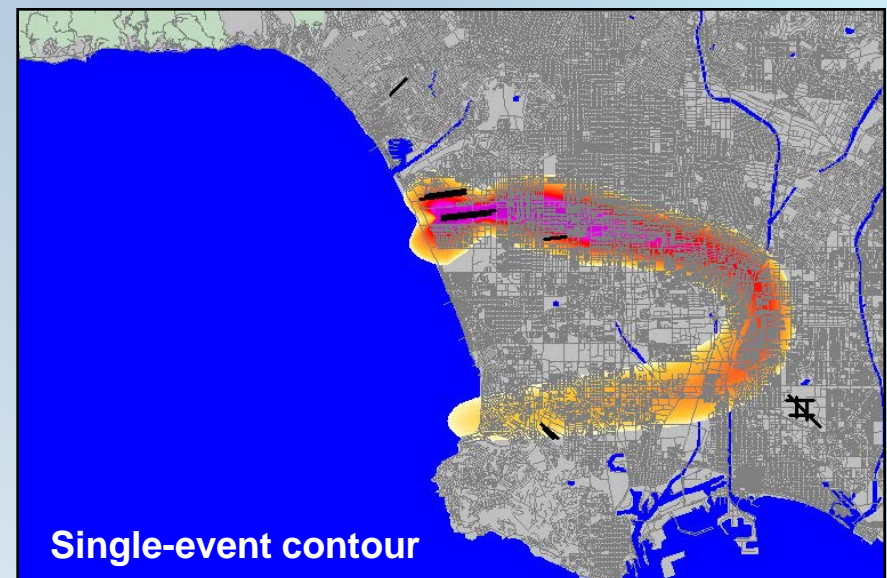
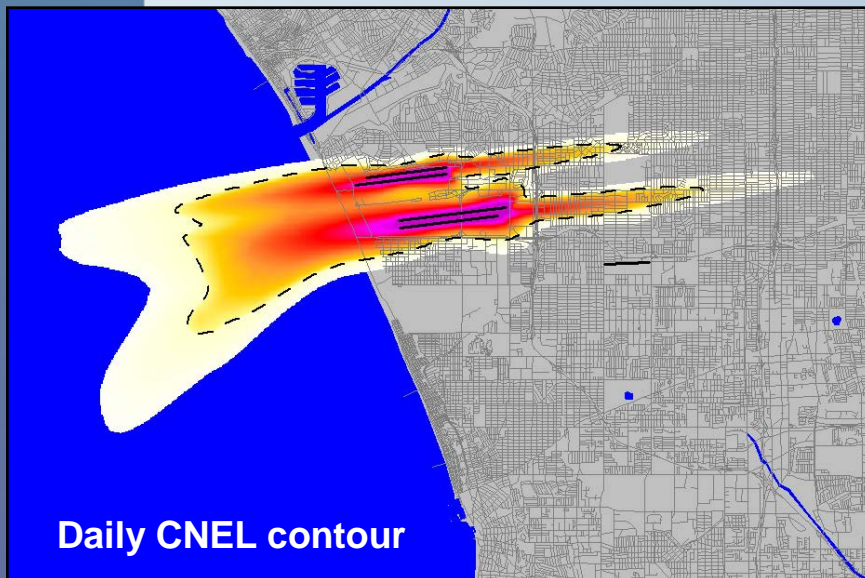
“Establish a partial curfew at Los Angeles International Airport (LAX) that would prohibit the easterly departure of all aircraft, with certain exemptions, between the hours of 12:00 midnight to 6:30 a.m. when the airport is in Over Ocean Operations, or when it remains in Westerly Operations during these hours”



An Illustration of the Problem

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- The small number of operations (50-100 per year) is unlikely to affect annual CNEL contours recognized by FAA.
- Single Event Noise Exposure Levels (SENEL) provide better definition of affected areas.





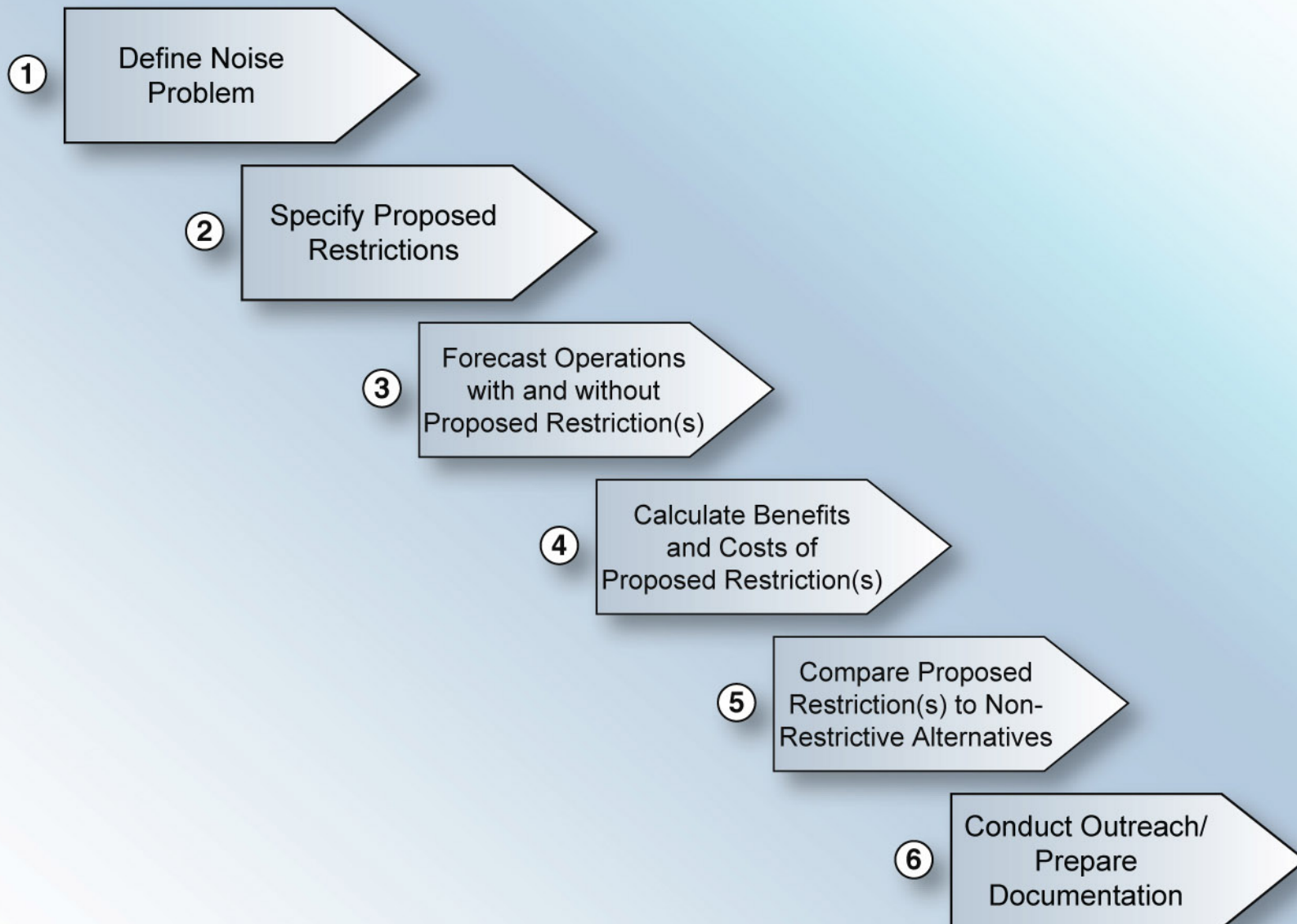
Related Issues

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- **The 65 dB CNEL contour does not reflect the issue of concern to neighbors**
 - Study must include supplemental measures of impact, such as sleep disturbance
- **The potential restriction requires expertise in specialized areas**
 - Runway length requirements (as they pertain to aircraft weights, runway gradient, and tailwind component)
 - Airline economics related to payload and fuel penalties



Part 161 Process





Part 161 Insights

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- **Start with a clear definition of the problem**
- **Demonstrate that the proposed restriction is the most effective solution to the problem**
- **Restriction must reflect “balanced approach”**
 - Restrictions are “measures of last resort”
 - Must exhaust all non-restrictive *combinations* of noise abatement and compatible land use alternatives
 - Previous planning studies (e.g., Part 150) are inadequate basis for dismissing non-restrictive alternatives
- **For Stage 3 restrictions, benefits \geq costs**
 - FAA’s preferred approach is net present value analysis
- **Restrictions must reflect noise impacts and avoid “unjust discrimination”**



Project Tasks

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- 1. Project mobilization**
- 2. Identify potential outside funding sources**
- 3. Develop text of the proposed restriction**
- 4. Prepare and distribute official Notice of Proposed Restriction**
- 5. Prepare and implement Public Outreach Program**
- 6. Conduct benefit-cost analysis of the proposed restriction**



Project Tasks, continued

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- 7. Prepare and deliver draft and final Part 161 documents**
- 8. Provide follow-up support on submittals to FAA**
- 9. Project management and coordination**
- 10. Intergovernmental and interagency coordination**
- 11. Establish goals and objectives for implementing the approved restriction**
- 12. Prepare Environmental Impact documentation required under NEPA and CEQA**



Public Outreach

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- **Will be tailored to specific communities and issues**
- **LAX outreach must reflect diverse community perspectives**
- **Will build on aviation outreach experience at LAX, including regular updates with the LAX Roundtable**



LAX/Community Noise Roundtable

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Questions?