



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region

P.O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009

MAY 17 1985

Mr. Maurice Laham
Airport Environmental Coordinator
Los Angeles Department of Airports
One World Way
Los Angeles, CA 90009

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Dear Mr. Laham:

The Airport Noise Control and Land Use Compatibility (ANCLUC) Study at Los Angeles International Airport was completed in June 1984. The Department of Airports submitted the ANCLUC Study reports and recommendations approved by the Board of Airport Commissioners to the Federal Aviation Administration (FAA) on June 25, 1984, and requested that they be evaluated as a noise compatibility program under the provisions of Part 150 of the Federal Aviation Regulations.

On April 9, 1985, the Administrator of the FAA gave approval, under Part 150, to 28 of the 40 noise compatibility program recommendations submitted by the Department of Airports. The effective date of this approval is April 13, 1985. The enclosed Record of Approval discusses FAA's action and the basis for that action on each of the 40 recommendations.

Thank you for your interest in noise compatibility planning at Los Angeles International Airport. If you have questions regarding the FAA's actions with respect to this noise compatibility program, please contact Ellis Ohnstad at (213) 536-6250.

Sincerely,

Herman C. Bliss
Manager, Airports Division

Enclosure

104-1277-2



US Department
of Transportation

Federal Aviation
Administration

MAY 14 1985

Western-Pacific Region

P.O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009

Mr. Clifton A. Moore
General Manager
Los Angeles Department of Airports
One World Way, Fourth Floor
Los Angeles, California 90009

Dear Mr. Moore:

The Federal Aviation Administration (FAA) has evaluated the noise compatibility program for Los Angeles International Airport (LAX) contained in the Noise Control and Land Use Compatibility (ANCLUC) Study and related documents submitted to this office under the provisions of Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (the Act). The recommended noise compatibility program proposed by the Department of Airports for LAX is identified by action element number on Pages 13 through 27 of the ANCLUC Study, Phase Three Report, Volume I. I am pleased to inform you that the Administrator has approved 28 of the 40 proposed action elements in the noise compatibility program, in full or in part. The specific FAA action for each noise compatibility program element is set forth in the enclosed Record of Approval. The effective date of this approval is April 13, 1985.

Three action elements, A.5, C.1b and C.9 have been disapproved pending submission of additional information to FAA. These elements have been disapproved because they were not described in sufficient detail to allow an informed analysis by the FAA under Section 104(b) of the Act. These disapprovals do not reflect FAA opposition to the noise mitigation objectives of the proposals nor of the concepts on which they are based. Rather, the Act contemplates FAA action to either approve or disapprove a noise compatibility program within the statutory 180-day period allowed for FAA review. These actions may be reconsidered by the FAA if developed in greater detail and submitted to the FAA under Part 150.

Action elements F.5, G.1c, and the second portion of G.1f have been disapproved for the following reasons. Element F.5 involves regulating the establishment and operation of new helicopter landing facilities in communities north and south of LAX. This action element is inappropriate for FAA's approval with respect to the LAX Part 150 program because it does not involve LAX itself nor is there evidence that it would reduce noncompatible uses within the area of LAX's noise impact. Further, Section 150.3 states that FAR Part 150 is not applicable to airports used exclusively by helicopters. Element G.1c is disapproved since it involves the implementation of a passenger facility charge which is currently prohibited by Federal law. The next element disapproved, G.1f, would establish a commitment by FAA with respect to the funding of elements in the

LAX noise compatibility program. This would be contrary to Section 150.5(b) which clearly indicates that FAA's Part 150 approval action is neither a commitment to financially support the implementation of a program nor a determination that measures in the program are eligible for grant-in-aid funding from FAA.

Two action elements, B.1 and C.8, relate to the use of flight procedures for noise mitigation which have been determined to require further FAA evaluation. The Act provides that such measures are not subject to the 180-day review period applicable to all other proposed actions. No action is required by you at this time on these elements. There is no action required on four other action elements (C.4, C.5, G.1a, and the first portion of G.1f) because they are not program recommendations. Elements C.4 and C.5 simply provide information that two alternative measures were not recommended as part of the program in accordance with Section 150.23(e)(2). Element G.1a and the first portion of G.1f provide information on local funding arrangements in accordance with Section 150.23(e)(8). All the approval and disapproval actions are more fully explained in the enclosed Record of Approval.

In addition to completing FAA's responsibility for issuing a Part 150 determination within the statutory 180-day review period, FAA's determination on the LAX Part 150 program fulfills the condition of a 1980 environmental impact statement (EIS). On June 3, 1983, a revision to the condition was approved by FAA, after concurrence by the Office of the Secretary of Transportation. The approval stated that:

"The proposed revision will allow Federal assistance to be provided for reconstruction of Runway 25L/7R at LAX as described in the EIS by altering the timing of the approval of a noise mitigation package and by requiring that package to be submitted and approved under FAR Part 150, rather than as an addendum or supplement to the 1980 EIS. A grant for Federal assistance shall include a provision that the City of Los Angeles complete in a timely manner the Noise Control/Land Use Compatibility Study now underway, and submit it as a Noise Compatibility Program for FAA approval pursuant to the provisions of FAR Part 150 and the Aviation Safety and Noise Abatement Act of 1979 as early as possible. Approval of the Part 150 program will fulfill the intent of the condition in the concurrence memorandum of December 11, 1980."

Each airport noise compatibility program developed in accordance with FAR Part 150 is a local program, not a federal program. The FAA does not substitute its judgement for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Aviation Safety and Noise Abatement Act of 1979, and is limited to the following determinations:

The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;

Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

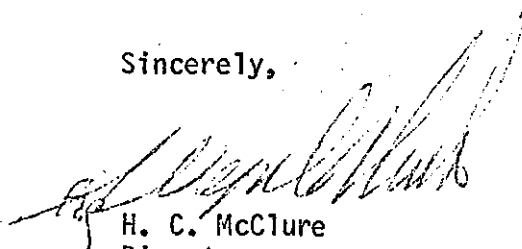
Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the Navigable Airspace and Air Traffic Control Systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982. Where federal funding is sought, requests for project grants must be submitted to the FAA Western-Pacific Region, Airports Division.

The FAA will publish a notice in the Federal Register announcing approval of the LAX noise compatibility program. You are not required to give local official notice, although you may do so if you wish. Thank you for your continuing support and active interest in airport noise abatement and noise compatibility planning.

Sincerely,



H. C. McClure
Director

Enclosure

RECORD OF APPROVAL
LOS ANGELES INTERNATIONAL AIRPORT
NOISE COMPATIBILITY PROGRAM

ON AIRPORT ELEMENTS

Action
Element

(Note: Many of the initial descriptions of the action elements which follow are abridged to permit a more concise Record of Approval. The full wording of each element, together with references for greater detail, is given in exhibit D, pages 13-27, which for purposes of FAA action are considered the program recommendations.)

A. Airport Noise Monitoring, Management, and Coordination

- A.1 Emphasize noise abatement and enforcement activities as a priority function under the responsibility of the Deputy General Manager in Charge of Operations.

Approved. This is a local administrative action within the authority of the Department of Airports (DOA). Implementation is aimed at increasing the effectiveness and accountability of this function.

- A.2a Develop computer-based noise performance/management system in the short-range (1984-86) implementation phase.

Approved. This action would develop a system with the capability to monitor progress in noise reduction as well as identify problem areas that would benefit from additional mitigation or corrective actions.

- A.2b Install computer-based noise performance/management system to monitor implementation of the Noise Compatibility Program (NCP) elements and to refine NCP elements as appropriate based on the ongoing monitoring and noise modeling program.

Approved. This element would operationalize and refine the system developed in A.2a.

- A.3 Develop an ongoing airport/community compatibility forum in the short-range (1984-86) implementation phase and continuing through the medium and long-range phases.

Approved. This is the mechanism by which progress will be evaluated and revisions to the NCP developed. Representatives on the forum will be local elected officials, aviation industry representatives, airport officials and the FAA.

- A.4 Actively pursue amendment of California Airport Noise Standards during the short-range (1984-86) implementation phase to augment the definition of compatible land use.

Approved. The city has indicated that this action is to request the State of California to revise existing regulations covering state airport noise standards and definitions of compatible land uses. The concept implied here is that a consolidated effort under the aegis of an approved NCP would be more effective in achieving the revisions sought. This is a matter of local discretion; no Federal action or authorization is necessary. This approval does not endorse the amendment. Approval simply acknowledges that the proposed amendment would contribute to the reduction of noncompatible uses.

- A.5 The General Manager, with the help and cooperation of the Federal Aviation Administration (FAA), [will] develop a report showing how and to what extent ARTS III A data may be used in a program for identifying early turns and drifts in the short range. (Short range 1984-86)

Disapproved pending submission to FAA under Part 150 of program details sufficient to permit an informed analysis under section 104(b) of the Aviation Safety and Noise Abatement Act of 1979. The actual release of ARTS III A data by FAA for noise abatement and monitoring purposes is not contemplated at this time. The degree to which FAA could make certain data available for study purposes would depend upon submission of a more specific proposal from the city. Not enough information is furnished at this time.

B. Flight Procedures Changes: (Items excluded from 180-day requirement)

- B.1 Request that the FAA extend the Over Ocean Operation procedures in the following increments:

- 1 hour increase, 11 p.m. to 6:30 a.m. from 12 p.m. to 6:30 a.m., if compatible with the needs of air traffic control in the short range.
- Additional 1-1/2 hour increase, 10 p.m. to 7 a.m. from 11 p.m. to 6:30 a.m. (total increase of 2.5 hours), if the air traffic system safety tolerance is not affected. This action would occur in the medium range.

No Action Required at this Time. This relates to flight procedures for the purpose of section 104(b) of the Aviation Safety and Noise Abatement Act of 1979 and will receive further FAA review before approval or disapproval. Existing noise abatement procedures at LAX include "over ocean operations" from 12 midnight until 6:30 a.m. Weather and other factors permitting, departures take off to the west and arrivals land from the west. Landing periods alternate with takeoff periods, and each is separated by periods of no activity.

It is estimated that expansion of over ocean procedures would remove approximately 1500 dwelling units from within the 65 CNEL (Ldn) contour. Additional relief would be realized through the reduction of overflights in areas east of the airport during these hours.

Operational capacity is restricted during over ocean operations and pilots groups (i.e., ALPA; see exhibit D, attachment D-1) have objected to use of the procedure without what they consider to be adequate safeguards. Comments from air traffic control experts indicate opposition to expanding the hours of over ocean operation because of expected increases in air traffic delay and in controller coordination activity.

These are critical concerns leading the FAA to the determination that this issue requires further study.

C. Airport Noise Limits, Use Restrictions, Technological Advances

C.1a Maintain existing policy pertaining to SST access prohibition.

Approved. There is no ordinance or other airport rule in place to implement or enforce this policy with explicit reference to SST's. Board of Airport Commissioners Resolution No. 5456 (Oct. 22, 1969) stated that no commercial aircraft would be permitted to use LAX if it generated more noise than a Boeing 707-320-C. Resolution No. 8661 (Oct. 30, 1974) expresses Board's desire that FAR Part 36 noise certification standards be established for SST aircraft. Resolution No. 9022 (Apr. 28, 1975) expresses opposition to use of LAX by SST aircraft unless they meet FAR Part 36 requirements. A noise regulation in Los Angeles City Ordinance No. 152,455 (May 31, 1979), was adopted pursuant to Board Resolution No. 11650 (May 7, 1979).

This noise regulation establishes noise limits and a phased compliance schedule essentially consistent with FAR's 36 and 91. Aircraft operators may, until January 1, 1985, use the airport if their aircraft will not exceed established noise limits on approach or departure. No aircraft type or model is named in the regulation, but the effect is to bar access to the noisiest aircraft, including the SST.

Since adoption of this ordinance, only one operator has inquired about SST access to LAX. This was in conjunction with a proposed flight from New York to Los Angeles, Honolulu, Los Angeles, and Washington, D.C., to be completed in less than 24 hours. The local regulation was not challenged, however, because the proponent withdrew his proposal when FAA denied his petition for a waiver from the ban on supersonic flight over the continental United States as stated in 14 CFR 91.55 (Federal Register, October 27, 1983). See exhibit D, attachment D-3.

- C.1b Maintain the LAX Noise Regulation modified FAR Part 36 compliance schedule.

Disapproved pending submission to FAA under Part 150 of program details sufficient to permit an informed analysis under section 104(b) of the Aviation Safety and Noise Abatement Act of 1979. This regulation does not permit operations at LAX by certain two-engine turbojet aircraft which have received an FAA exemption under FAR Part 91.307 to provide service to small communities. This exemption was specifically established by section 304 of that ASNA Act. One criteria for the grant of that exemption is that the need for air service justifies the short term (until January 1, 1988) use of Stage I aircraft.

Table IV-3 of the Phase Two Report (exhibit C, page 4-17) shows that in July 1982 there were 528 flights by two-engine turbojet aircraft which may qualify for the small community exemption. This represents 3.9 percent of the monthly total of 13,497 air carrier flights. No analysis is presented which shows the effect of removing these aircraft, so there is no evidence that barring the aircraft will reduce existing noncompatible uses or prevent additional noncompatible uses. Further, there is insufficient analysis on which to base FAA favorable determinations with respect to undue burden on interstate or foreign commerce or unjust discrimination.

- C.1c The Los Angeles Board of Airport Commissioners will transmit to the FAA its proposed position on FAR Part 36, Stage III aircraft.

Approved. The FAA will consider the merits of the concept to retire or retrofit Stage II aircraft under a Federal regulatory schedule. A notice of petition for rulemaking to that effect was published in the Federal Register on April 4, 1984. (See exhibit D, attachment D-4.) Approval of this element within the context of this NCP does not constitute a commitment by the FAA to establish such a regulation. That action can only be taken after completion of the process for publishing a new regulation, including the opportunity to comment by interested parties.

- C.2 Continue to pursue a policy of accelerating the requirement for installation of fixed ground power and air conditioning units at all aircraft parking locations for fuel conservation and reduced ground noise emissions.

Approved. Such a policy is within the purview of local airport management. No Federal action or authorization is necessary.

- C.3 Maintain voluntary preferential runway utilization system with inboard Runways 25R-7L and 24L-6R and Taxiways K and U being preferred during noise sensitive nighttime (10 p.m. to 7 a.m.) hours.

Approved. This procedure is currently used, traffic and other conditions permitting. No mandatory use of this procedure is contemplated.

- C.4 Evaluation of strategies to limit nighttime (10 p.m. to 7 a.m.) operations is contrary to existing legislation and the Board of Airport Commissioners is not able to consider a policy that would place an absolute restriction on operations.

No Action Required. This is not a recommendation. This is information on why the city did not include an alternative measure as a recommendation in the program, in accordance with Part 150.23(e)(2).

However, FAA does not agree with the city's suggestion that airline deregulation legislation has preempted the authority of airport proprietors to consider strategies for controlling the noise impacts of night aircraft operations.

- C.5 The Los Angeles Board of Commissioners cannot at this time make a finding that the Imperial terminal will not be needed in the future.

No Action Required. This is not a program recommendation made by the city. This is the city's determination to temporarily reject a steering committee recommendation.

The Los Angeles Board of Commissioners will adopt a policy for the Imperial Terminal that would allow continued use without the operation of aircraft engines at the terminal area.

Approved. This is a change in operating policy in the vicinity of the Imperial Terminal which was adopted by the Board of Airport Commissioners on June 13, 1984 to provide some of the relief sought. This policy requires that all turbojet aircraft and turboprop aircraft over 65,000 lbs be towed between taxiway F and the Imperial Terminal when arriving or departing. It also prohibits jet engine runs and runups and limits the use of aircraft auxiliary power units on that terminal ramp. The Board's resolution adopting this policy includes no enforcement measures, but operators have complied voluntarily without significant complaints.

- C.6 Increase pilot awareness of Standard Instrument Departure (SID) requirement of not turning prior to the coastline upon departure from Runway 25 L&R and 24 L&R unless so instructed by air traffic control; increase pilot understanding of the adverse noise impacts resulting from premature turns and drifts over adjacent residential neighborhoods (short term); continuous monitoring and enforcement. (Element A.5, acquisition of ARTS IIIA data, would augment current enforcement capabilities.)

Approved. The SID procedure requires aircraft departing to the west to continue on runway heading and not turn to an easterly heading until a shoreline crossing of 8000' is assured. The major thrust of this measure is pilot education for the purpose of closer adherence to the published departure procedures. Current practice is that ATC notifies the airport noise abatement office of aircraft which are observed to

turn east (prematurely) with respect to the SID procedure. Airport staff then notifies the aircraft operator, or chief pilot in case of air carriers, of the infraction. Enforcement measures are not punitive, rather they rely on "jawboning" techniques to elicit compliance. In the past, the effectiveness of this measure has been criticized because the letter of notification has not been timely. More recently, tower personnel have notified user's officials (e.g. chief pilots) at the same time the airport staff is notified. Although not in letter form, the timeliness of this notice has proven to be very effective. Previous items A2.a and A2.b when implemented will improve the efficiency of the notification system and reduce the workload of ATC.

- C.7 Maintain and enforce existing regulation of nighttime engine maintenance runups. Review current regulation to develop strengthened program of enforcement for adoption.

Existing regulations regarding nighttime engine maintenance runups were assessed and found adequate if properly enforced. Sufficient manpower and monitoring sites now exist to enforce this regulation.

Approved. The city has determined that adequate regulations and hardware exists to enforce the current airport regulation of no runups between 11 p.m. and 7 a.m. The city advised that this measure is within the management authority of the Department of Airports and enforcement will be handled the same as other violations of lease agreements which require adherence to airport operating rules.

- C.8 Adopt a helicopter noise abatement policy establishing FAA approved approach and departure routes, minimum approach and departure altitudes and other measures as are necessary to mitigate potential noise impacts associated with scheduled helicopter operations.

The Los Angeles Board of Airport Commissioners adopted Resolution No. 13942 on October 5, 1983. This policy establishes to the extent of the Board's authority, provisions governing the operation of scheduled helicopters arriving and departing LAX.

No Action Required at this Time. This relates to flight procedures for the purpose of section 104(b) of the Aviation Safety and Noise Abatement Act of 1979 and will receive further FAA review before approval or disapproval. This measure as written, would have the FAA establish operational controls on helicopters in flight that have not received adequate review. Cooperation with local residents, operators, and airport officials has long been practiced by field and Regional Office air traffic personnel. FAA will continue to work with all parties concerned to realize the maximum benefits attainable while balancing the needs of those parties.

- C.9 The Department of Airports [will] continue to pursue the development of a capacity control regulation.

The capacity control regulation is needed to manage the growth of operations as the 40 MAP limitation is approached. This regulation would either control operations directly or indirectly through associated environmental impacts. This type of regulatory approach would benefit the entire noise compatibility area.

Disapproved pending submission to FAA under Part 150 of a specific capacity control regulation proposal in sufficient detail to permit an informed analysis under section 104(b) of the Aviation Safety and Noise Abatement Act of 1979.

D. Capital Improvements Projects

- D.1 Prepare a detailed evaluation of the noise reduction benefits produced by a 2000-foot westerly extension of the Runways 25/7 L&R together with a 2600-foot take-off threshold relocation for a total landing threshold displacement of 4600 feet (short range). Reverse thrust noise impact will be emphasized. Engineering feasibility and environmental assessment studies will also be included during the short range (1984-86) implementation phase.

Approved. This measure would produce a definitive study of the costs and benefits associated with a westerly extension of the south runways combined with landing threshold changes at the east ends. Noise exposure analysis indicates that this measure could have significant beneficial results, but reverse thrust noise impact as well as the cost, in both dollars and airfield efficiency, have not been fully addressed.

OFF-AIRPORT ACTIONS

E. Residential Acoustical Insulation

- E.1a Undertake initial acoustical insulation program using representative housing sample in terms of both construction type and predominant noise exposure within the projected 1987 CNEL contour set, in the short range implementation phase and monitor effectiveness.

Mitigation of sideline and takeoff noise impacts in the communities of El Segundo and Westchester is a key objective of the initial FAR Part 150 Noise Compatibility Program for LAX. Because these communities are comprised of sound, high quality residential neighborhoods, land use conversion is not considered a viable option. Instead, it is recommended that an acoustical insulation program be implemented, with first priority funding directed into those neighborhoods most heavily noise impacted (70 CNEL+). Fully implemented, this program will encompass over 4,200 dwelling units, and achieve a 16 percent reduction in the total number of incompatible residential units within the projected airport noise impact area.

Approved. This is the first phase of an acoustical treatment program for noise-impacted communities. Twenty dwelling units will be treated under this project to formulate better estimates of costs and to develop project management techniques applicable to future projects.

- E.1b Expand voluntary residential acoustical insulation program to Los Angeles City and El Segundo Neighborhoods exposed to CNEL levels of 70 dBA or greater during the remainder of the short range (1984-86) implementation phase.

Approved. This measure is a companion to Item E.1a, above.

- E.1c Expand voluntary residential acoustical insulation program to neighborhoods within the projected target CNEL levels of 65 dBA in the cities of Los Angeles, El Segundo, Inglewood, and unincorporated Los Angeles County areas of Del Aire and Lennox during the remainder of the medium range (1986-90) implementation phase and the long range (1990+) as necessary.

An expanded acoustical insulation program in sound residential neighborhoods located within the 65 to 70 CNEL contour is recommended as the only off airport noise mitigation alternative. This program will involve both voluntary insulation of existing units, and mandatory insulation of proposed new residential units as a condition of development. Since nearly 13,000 dwelling units fall within this noise impact area, the recommended program will necessarily involve a long term, phased implementation effort.

Approved. This is a further expansion of the two areas immediately above.

F. Actions and Projects to Reduce Incompatible Land Use

- F.1 Redevelopment by the city of Inglewood in the Century and La Cienega Redevelopment Districts to airport compatible land uses. Action to commence in the short range and continue until completed. The recommended program is intended to support and accelerate efforts by the city of Inglewood to recycle portions of the La Cienega and Century Redevelopment Districts to airport compatible land uses. Once implemented, nearly 2540 dwelling units will be removed from the projected airport noise impact area.

Approved. This project, although large in scope, falls within the concept of those voluntary measures described in FAA Advisory Circular 150/5020-1, sections 3 and 4. The city of Inglewood has advised that it intends to initiate redevelopment in certain noncompatible high noise areas that have good potential for the introduction of compatible uses. The first steps in this project have been accomplished, and the city is now ready to implement the first acquisition and clearance measures. It should be emphasized that any relocation resulting from use of Federal funds will require the city to satisfy the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646). This measure, if fully implemented, could remove approximately 2,540 dwelling units from noncompatible use. The city has determined that it has the authority to initiate these actions, although some steps

would involve state and/or Federal concurrence, particularly when outside funds are used. Approval of this concept within this NCP should not be construed as a commitment to future Federal funding under the AIP or successor legislation. (See FAA comment under item G.1f, below.) Local, state, and other Federal agencies may assist with such projects according to their authority and funding capability provided that the sponsoring jurisdiction develops satisfactory plans proposals, and funding necessary for the local matching share.

- F.2 Rezoning actions by the city of Inglewood in specific areas to foster development of airport compatible uses and to preclude the development of noise sensitive land uses within the established noise impact area. This action would occur in the short range.

Approved. The city of Inglewood has advised that it proposes to rezone existing neighborhoods to encourage current or subsequent land owners to convert properties to compatible uses. If fully implemented, 440 dwelling units could be removed from noise exposure in excess of 65 CNEL. The city has advised that it has the necessary authority to implement this action.

- F.3a Development and adoption of a Revitalization Strategy and Implementation Program by Los Angeles County for the unincorporated Los Angeles County Lennox area to encourage development of airport compatible land uses (short range).

Approved. This measure is similar to that described under item F.1, above, except that the target area is under jurisdiction of Los Angeles County. FAA comments under items F.1 and G.1f are also applicable to this item. This project has the potential to benefit residents in approximatey 3,900 dwelling units exposed to more than 65 CNEL (Ldn).

- F.3b Amendment of the Countywide General Plan to reflect the Lennox Revitalization Strategy and initiate implementation programs (medium range and long range).

Approved. Los Angeles County intends to revise the county plan in accordance with the results of Item F.3, above, and to implement certain actions within the plan. This measure can be initiated under existing county authority although state and/or Federal concurrence may be required for certain steps.

F.3c Initiation of rezoning actions by the County of Los Angeles as necessary, to support the Lennox Revitalization Strategy and Implementation Program.

Approved. The city has identified that the proposed zoning changes are within the authority of Los Angeles County. They require no Federal action or concurrence.

F.4a Preparation and adoption by the city of Los Angeles of amendments to the Westchester/Playa del Rey District Plan to foster development of airport compatible uses in areas adjacent to the north runway threshold. (Short range 1984-86)

Approved. The city has advised that the proposed plan revisions are within the authority of the city of Los Angeles. They require no Federal action or concurrence.

F.4b Rezoning actions by the city of Los Angeles to support the District Plan amendments in fostering airport compatible uses in areas adjacent to the north runway thresholds during the medium range (1986-90) implementation phase.

Approved. The proposed zoning changes are to be consistent with the plan changes adopted as a result of item F.4a, above. The city has advised that it has the necessary authority to initiate such changes, and no Federal action or concurrence is required.

F.5 Develop and adopt local plans and ordinances as necessary to regulate the establishment and operation of new helicopter landing facilities within the cities of Los Angeles, El Segundo, Inglewood, and Los Angeles County, in the short range with ongoing monitoring and implementation.

Disapproved for purposes of the Los Angeles International Airport Part 150 Program. This proposal involves the establishment and operation of new helicopter landing facilities in communities north and south of LAX. It does not involve LAX itself nor is there evidence that it would reduce noncompatible uses within the area of LAX's noise impact. Further, FAR Part 150 is not applicable to airports used exclusively by helicopters (reference 150.3). Therefore, this recommendation is inappropriate for FAA's Part 150 review. However, outside the Part 150 context, the FAA is willing to cooperate with and advise communities with respect to mitigating noise impacts in heliport siting and operation.

- F.6 Adoption of a comprehensive Airport Land Use Compatibility Plan for LAX and environs reflecting the provisions of the FAR Part 150 action program by Los Angeles County Regional Planning Commission acting as the Airport Land Use Commission as mandated by Assembly Bill No. 2920 and codified as Chapter 1041 (short range 1984-86).

Approved. Los Angeles County is designated by state law as the agency responsible for developing airport land use compatibility plans for the areas surrounding each airport in the county. This item emphasizes that responsibility and establishes the NCP as the basis for much of the plan. No Federal action or concurrence, beyond the approval or disapproval of this NCP, is required to implement this action.

- F.7 Evaluate and construct sound attenuation barriers in appropriate locations adjacent to residential areas within the city of El Segundo. The evaluation would occur in the short range with construction to occur during the remainder of that phase and into the medium range.

Approved. This measure would evaluate the feasibility and the expected benefits of a noise barrier to protect certain portions of El Segundo south of LAX. The barrier would be constructed if the evaluation resulted in a positive recommendation.

G. Noise Compatibility Program Implementation and Funding

- G.1a The Airport Commission will provide the local share of the grant application for initial implementation funds for specific noise compatibility program elements as indicated, if the local jurisdictions will agree to reimburse the Department of Airports, at the time more permanent local share provisions are arranged.

No Action Required. This is not a recommendation. This is factual information on local funding arrangements in accordance with Part 150.23(e)(8).

- G.1b Evaluate legality and feasibility of amending Federal law to allow the airport proprietor to implement a passenger facility charge which as a condition must have FAA and Congressional approval during the short range (1984-86) implementation phase to provide for the local share of noise compatibility program implementation funding.

Approved. Current legislation precludes the establishment by local airport authorities of certain charges on air passengers. This NCP item expresses the intent of the Board of Airport Commissioners to study and evaluate ways in which such charges can be levied. The proposal recognizes that new Federal legislation would be required to establish such authority at a local level. This approval does not endorse this legislative proposal. Approval simply acknowledges that additional funding sources to carry out a noise program would contribute to the reduction of noncompatible uses.

G.1c Implement passenger facility charge during the short range (1984-86).

Disapproved. The suggested facility charge is that to be studied under item G.1b, above. Inasmuch as no proposal is currently under study, and Federal law prohibits certain charges of this type, this recommendation cannot be approved at this time. This does not foreclose the possibility of future approval under the proper circumstances.

G.1d Evaluate legality and feasibility of additional NCP implementation funding sources including the following to provide the local share of noise compatibility program funding:

- Amendment of AIP Program through Federal legislation to provide 100 percent financing for approved noise compatibility program elements.
- Conversion of a portion of the 8 percent ticket tax to a levy permitting its applicability as a debt service fund enabling the issuance of special bonds for the specific purpose of implementing an approved element of the noise compatibility program.
- Application of "In-Kind Services" by local authorities.
- Provision of the local share should be by the local agency having jurisdiction.

Approved. As in item G.1b, above, this measure recommends local study to develop alternatives for reducing the financial burden on local communities for NCP projects. Approval of this study item does not constitute approval of any specific funding concept. Approval simply acknowledges that additional funding sources to carry out a noise program would contribute to the reduction of noncompatible uses.

G.1e The Department of Airports negotiate a contract with its Financial Consultant to provide an additional review of the possibilities existing for other alternative financing methods that might be used to accomplish the off-airport redevelopment and insulation actions included in the noise compatibility program.

Approved. This measure recommends further study of local initiatives which could be used to generate revenue for the local matching funds in AIP grants. Approval simply acknowledges that additional funding sources to carry out a noise program would contribute to the reduction of noncompatible uses.

G.1f The Airport Commissioners affirm that in making the FAR Part 150 grant application for initial implementation funds for specific noise compatibility program elements as indicated, they do not intend to make further commitments to the program until the first phases under the initial grant have been completed and feasibility agreed upon.

Further, appropriate funding mechanisms must be in place or properly authorized, in order that all concerned may understand how any future elements of the program may be adequately financed.

No Action Required. This is not a recommendation. This is factual information on local funding arrangements in accordance with Part 150.23(e) (8).

It must be further understood that the Federal Aviation Administration agrees to and supports all elements of the Noise Compatibility Program as being an appropriate element of a Part 150 Program and eligible for the full support of that agency.

Disapproved. This item would establish an unacceptable condition in requiring FAA to agree to the eligibility of and support for all elements of the NCP. FAA approval of program elements within the context of this NCP can only be interpreted as a determination that the approved items if implemented would reduce existing noncompatible uses and prevent additional noncompatible uses, will not impose undue burden on interstate or foreign commerce, and are not unjustly or unreasonably discriminatory. FAR 150.5(b) states that approval of an NCP "neither represents a commitment by the FAA to support or financially assist in the implementation of the program, nor does it determine that all measures covered by the program are eligible for grant-in-aid funding from the FAA."

B. Noise Compatibility Program

Determinations of acceptability in this section are primarily based on reference to the Phase III, Volume I Report. Additional detail may be found in Volumes II and III of Phase III, as well as in the earlier reports in Phases I and II. As used herein, the term "accepted" means accepted for FAA review under Part 150. Approval and disapproval of specific program items are discussed in the record of approval.

Note

1. Noise Exposure Map. Accepted. The Los Angeles International Airport (LAX) noise exposure map has been developed and submitted for FAA review. The map was accepted on October 16, 1984.
2. Conformance with FAR Part 150, Appendix B. Accepted. The city has demonstrated that the issues and alternatives addressed in section B150.5 and B150.7 were considered during program formulation and feasible measures were incorporated as NCP elements. Refer to Noise Control and Land Use Compatibility Study, Phase III, Volume II.
3. Description of Consultation. Accepted. During Phase III of the study (NCP development), all Steering Committee meetings were announced publicly and time was provided for comments or questions by the public. Refer to page 7 of the Phase III, Volume I Report.
4. Adequate Opportunity for Interested Persons to Submit Views, Data, and Comments. Accepted. The city has demonstrated that broad public involvement was encouraged through publicized workshop sessions, which briefed all interested parties on the purpose, workscope, and progress made in plan/program formulation. In addition to these public forums, meetings of the Steering Committee and the Board of Airport Commissioners were open to receive public input on the plan and program. The composition of the technical committees, with representatives of local units of government, provided ample opportunity for those jurisdictions to shape program recommendations throughout the study. This is more fully discussed in the Phase III, Volume I Report, and in the Phase II Report.
5. Consultation with local Agencies and Citizens. Accepted. As indicated in items 3 and 4, above, the city has advised that local agencies and citizen groups were given ample opportunity to participate in the formulation of issues and the recommended mitigation actions.
6. Consultation with Air Carriers, FBO's, and Others. Accepted. Air Carriers were represented by the Air Transport Association (ATA) and pilots by the Airline Pilots Association. Other airport users were periodically apprised of the study's progress through newsletters and meetings with airport management. See Phase III, Volume I, page 7.

7. Consultation with FAA and Other Federal Agencies. Accepted. Lines of communication were established by the city with the FAA, both in the Regional Airports Division and the LAX Tower. The Civil Aeronautics Board participated in Steering Committee meetings until the local office was closed. The recommended program does not affect other Federal agencies insofar as their responsibilities are concerned.
8. Summary of Consultation Comments and Operator's Responses. Accepted. Comments received during the study helped shape the study and, therefore, do not remain as comments requiring explicit responses by the city. The summary of comments and responses are presented in the Phase III, Volume I Report. An additional comment was received from ALPA after publication of the reports. The primary objection raised was the way in which a certain noise mitigation procedure is implemented at LAX, and the concern that this procedure would be expanded without due regard for safety. The joint technical committee discussed this with the ALPA representative and it was agreed that FAA approval and implementation would not occur at this time. See exhibit D, attachment D-1; Phase III, Volume II; and item B.1 of the Record of Approval.
9. Discussion of Options Recommended and Rejected by the City (section 150.23(d)(2)). Accepted. These alternatives are discussed in the context of operational scenarios and issues developed through workshops with the community. (Refer to Phase III, Volumes I and II, and Phase II Reports.) Certain alternatives listed in section B150.7(b)(2), were not seriously considered by the city because they are inappropriate or unreasonable with respect to LAX (e.g., curfews, capacity limits based on noisiness of aircraft types, and noise based landing fees).
10. Recommended NCP. Accepted. The submittal by the city includes a compilation of action items which make up its recommended noise compatibility program. The program actions are more fully described in the Phase III report. These actions fall under the categories of on-airport and off-airport actions, and are further subdivided under the headings of airport noise monitoring, management, and coordination; flight procedures changes; noise limits, use restrictions, and technological advances; capital improvements; residential acoustical insulation; reduction of incompatible land use; and NCP implementation and funding.
11. Relative and Overall Effectiveness of NCP Options. Accepted. The effects of the operational scenario studies are described in the Phase III, Volume II Report, Section II, and are summarized in Table IV-2 (page 2-16). Subsequent to the publication of this report, additional scenarios were suggested for study. These are discussed in the Phase III, Volume I Report, and a summary comparison is presented in figure 2, page 12, of that report.
12. Anticipated Noise Reduction Based on Implementation of Recommendations. Accepted. The anticipated noise reduction benefits are outlined and summarized in Volume I of the Phase III Report (page 12). The net result of the proposed actions, should they all be implemented, is reduction of the area within the 65 Ldn (CNEL) contour by 0.53 square miles (339 acres). (This does not include

the potential effect of extending the southern runway pair and displacing landing thresholds on Runways 25R and 25L.) Land use and acoustical insulation actions, combined with the reduced 65 Ldn contour are expected to reduce the number of noncompatible dwellings in noncompatible areas by 3,495 units. See exhibit A, page 5, and exhibit D, pages 43-45.

13. Critical Government Actions and NCP Funding. Accepted. Actions required by local, state, and Federal agencies are noted, where appropriate, in conjunction with each recommended action. In most cases, the local jurisdictions have the statutory authority to implement noise compatibility actions of interest to them. The NCP also recommends actions to be taken by the State of California and the Federal Government. These initiatives, if adopted, would contribute to improved compatibility around LAX, but the NCP is not dependent on them. Initial program funding from the Aviation Trust Fund through the Airport Improvement Program is anticipated by the city. Long term funding mechanisms are the subject of one of the NCP items to be studied by the Airport/Community Forum. See the Record of Approval, below.
14. Persons/Entities Responsible for NCP Implementation. Accepted. Responsibilities for implementing actions in the NCP are clearly assigned by the NCP and supporting documentation. Airport operational actions generally require the cooperation of two or more entities (e.g., airport and air carriers, pilots and FAA). Responsibility for zoning, land use, and participation in or management of acoustical insulation programs has been described by the city for jurisdictions surrounding the airport. See exhibit D, pages 28-35.
15. Options Available to Airport Operator. Accepted. The NCP specifies those actions which can or will be implemented by the Department of Airports.
16. Options Available to Local Jurisdictions/Agencies. Accepted. The NCP specifies those actions which the city advises can or will be implemented by units of local government.
17. Options Requiring FAA Review and Concurrence. Accepted. The NCP specifies those actions which would involve FAA concurrence or cooperation. These actions, whether operational, technical or administrative, are discretionary with FAA.
18. Effect of Recommended Actions on the Airport Layout Plan, Airport Master Plan, and System Plan. Accepted. The NCP is consistent with the ALP. In addition, the city has advised that it is consistent with the regional planning work of the Southern California Association of Governments and the State of California, and with other plans covering the study area.
19. Time Period Covered by the NCP. Accepted. The recommended NCP includes actions to be implemented immediately and through the years beyond 1990.

20. Implementation Schedule. Accepted. The NCP places each action item into short range (through 1986), medium range (1986-1990), or long range (beyond 1990) time periods. These were established by perceived city priorities and in some cases, the need for certain phasing or prerequisite steps. Items A.2a, A.2b, A.3, D.1, E.1a, E.1b, F.1, F.3a, and F.7, are the subject of a grant application at this time. See pages 13-27 of exhibit D.

21. Periodic NCP Update. Accepted. The heart of this requirement is satisfied by the establishment of the Airport/Community Forum, comprised of officials representing adjacent jurisdictions and other interested parties. The city has determined that this Forum will monitor progress of NCP implementation, evaluate effectiveness of implemented measures, and propose revisions to the NCP when appropriate. The Forum was formally established by the ANCLUC Steering Committee on August 17, 1984. See exhibit D, attachment D-2.