



Part 161 Study for Los Angeles International Airport

Los Angeles World Airports

**LAX/Community Noise Roundtable
Briefing**

January 11, 2012





What is a Part 161 Study?

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- Part 161 of the Federal Aviation Regulations specifies procedures that *must* be followed by any airport intending to implement a proposed noise rule

- Part 161 requirements include:
 - Cost and benefit analyses of the proposed rule
 - Examination of alternatives
 - Public notice and opportunity for comment by affected parties
 - Establishment of a public docket

- FAA Headquarters *must* approve the study before the proposed rule can be put into effect



What is a Part 161 Study?

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- **FAA requires that the proposed restriction:**
 - is reasonable, nonarbitrary and nondiscriminatory
 - would not create an undue burden on interstate or foreign commerce
 - would maintain safe and efficient use of navigable airspace
 - would not conflict with any existing federal statute or regulation
 - was given adequate opportunity for the public to comment on
 - does not create an undue burden on the national aviation system



Why Part 161 for LAX?

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- **LAX/Community Noise Roundtable Work Program**
 - Item A2 states that aircraft departing to the east between midnight and 6:30 a.m. create a serious noise disturbance to residents
 - Roundtable recommended LAWA initiate a Part 161 Study

- **Master Plan Mitigation Measure (MM-N-5)**
 - Initiate Part 161 Study seeking federal approval of a locally-imposed restriction
 - Submit application to FAA or execute voluntary agreement between LAWA and the airlines



Why Part 161 for LAX?

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- **Stipulated Settlement Agreement**
 - Expedite and complete Part 161 Study
 - Seek FAA approval of various penalties for violations

- **Community Benefits Agreement (CBA)**
 - Perform study per Part 161 and submit application to FAA
 - Maintain records of nighttime eastbound departures
 - Report annually to the LAX Coalition
 - Upon FAA approval, implement proposed restriction



Part 161 Process

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1 – Define the Noise Problem

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- Aircraft departures to the east during over-ocean and west flow operations

- Average of 65 “non-conforming” flights per year
 - Based on 10+ year average
 - Recent trend appears to be fewer non-conforming flights during more recent months
 - Though these single events are very noticeable, they create very minimal effect on annual CNEL contour

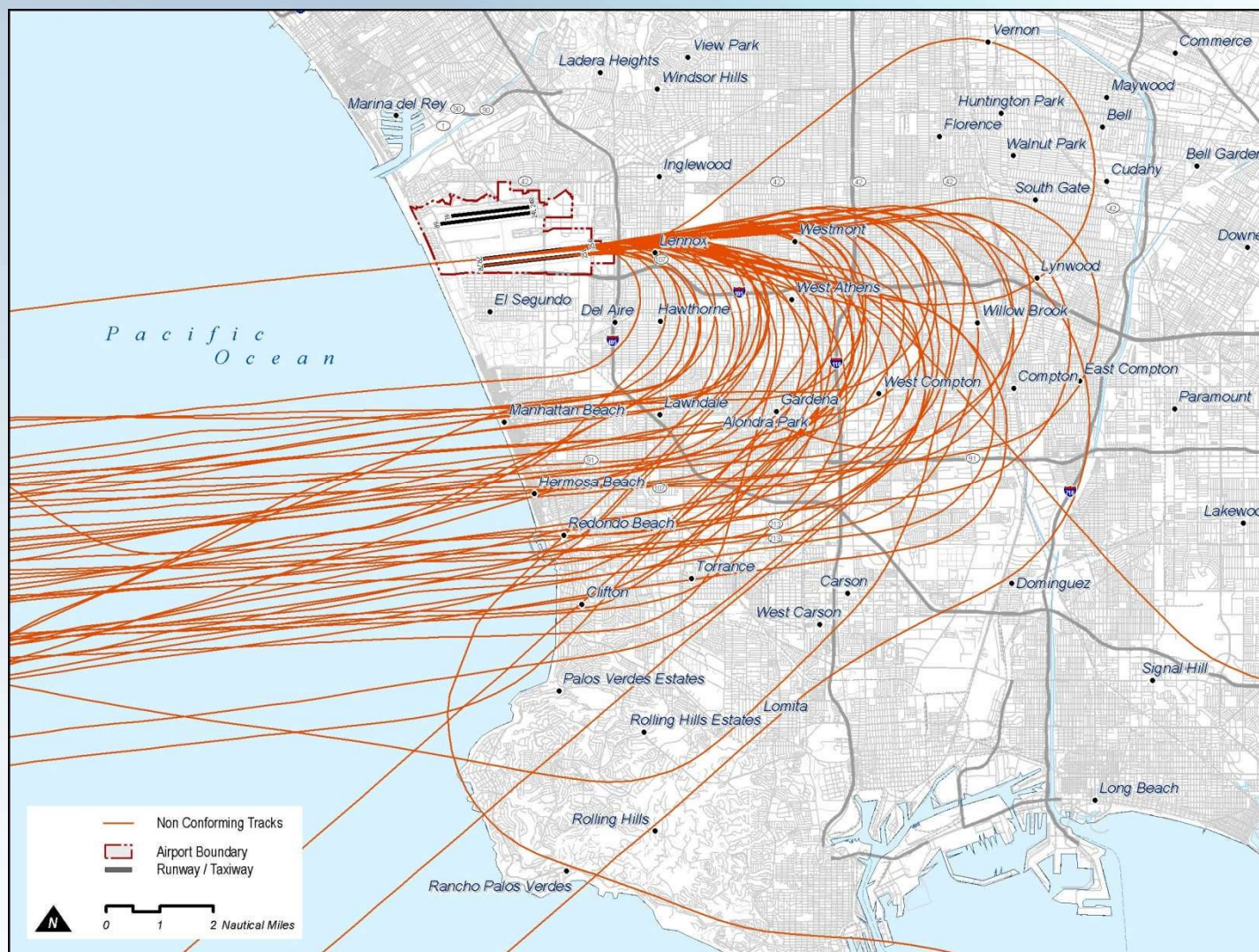
- People report being awakened by these non-conforming departures



1 – Define the Noise Problem

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■ Representative non-conforming flight tracks





2 – Specify Proposed Restriction

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- **LAWA proposes the following restriction:**
Prohibit the easterly departure of aircraft, with certain exemptions, between the hours of midnight to 6:30 a.m. when the airport is in Over Ocean Operations, or when it remains in Westerly Operations

- **Upon FAA approval of the proposed restriction, LAWA will proceed with:**
 - Environmental analyses under CEQA
 - BOAC and City Council approval of a City Ordinance



3 – Forecast Operations

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- **SH&E completed two forecasts :**
 - 2012 – expected year of implementation
 - 2017 – five years after implementation

- **Forecasts are consistent with the FAA's 2010 Terminal Area Forecast (TAF)**
 - 2012 forecast is within 5% of TAF
 - 2017 forecast is within 15% of TAF

Note –FAA expects our forecasts to be within 15% of the latest TAF



4 – Calculate Benefits and Costs of Restriction

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- **FAA requires that the benefits are higher than the costs**
- **The benefits...**
 - Fewer people exposed to aircraft noise
 - Reduced non-compatible parcels
 - Based on 65 dB CNEL
 - Fewer homes requiring sound insulation
 - Reduced awakenings
 - Possible improvement of environmental justice
- **The costs...**
 - Cost to the operators would result from reducing takeoff weight so aircraft can safely depart to the west with slight tailwind component
 - Remove passengers
 - Remove cargo



5 – Compare Non-Restrictive Alternatives

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- **Two non-restrictive measures currently in place**
 - Voluntary Over Ocean Operations program in place since 1972 (LAWA BOAC Resolution 7467)
 - Since 2011, pilots are requested to fill out a form explaining why they chose to request an east departure during over-ocean and west flow operations.

- **These non-restrictive measures have not resulted in the elimination of non-conforming departures**

- **One possible future non-restrictive measure**
 - Sound insulate homes currently not in the approved program, but potentially eligible without implementing the restriction





6 – Conduct Outreach

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- **Public Outreach**
 - **LAX/Community Noise Roundtable briefings**
 - **Public workshops:**
 - **South Los Angeles, Inglewood, Lennox – Nov 2006**
 - **Final workshop - Flight Path Center, Mar 2012**
 - **Handouts on Noise Effects and FAQs**
 - **Part 161 website: www.laxpart161.com**
 - **Toll-free hotline: (866) 441-4664**
 - **Spanish language translations of web site and handouts; Spanish translators at study introduction public workshops**



6 – Prepare Documentation

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- **Draft document to be provided to:**
 - LAWA in February 2012
 - Public in March 2012

- **Public comment opportunities**
 - 45-day public review period begins March 5, 2012
 - Comment docket for public inspection established at the start of the comment period and continued as long as LAWA pursues or enforces the restriction



Next Steps

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- **Complete benefit/cost analysis**
- **Receive FAA approval of forecasts**
- **Complete supplemental sleep disturbance analysis**
- **Complete supplemental environmental justice analysis**
- **Deliver draft document to LAWA**
- **Prepare and present draft document for public review, including presentation at Roundtable Meeting**
- **Prepare and submit final document to FAA**



Tentative Schedule

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- **January 11, 2012 – Roundtable briefing**
- **February 15, 2012 – draft to LAWA for review**
- **March 1, 2012 – public notices posted**
- **March 5, 2012 – public review period begins**
- **March 14, 2012 – presentation to Roundtable**
- **March 15, 2012 – public workshop**
- **April 20, 2012 – public review period closes**
- **May 1, 2012 – final draft to LAWA for review/approval**
- **June 1, 2012 – LAWA submits Part 161 to FAA**

