



July 9, 2014

To Interested Parties

RE: Opportunity to Submit Public Comment on the Proposed Restriction at LAX to Limit Nighttime Non-Conforming East Departures

Dear Interested Parties:

This letter is to inform you that the Federal Aviation Administration (FAA) has published a notice in the Federal Register that provides the public an opportunity to submit comments on the proposed restriction to limit aircraft from departing east at Los Angeles International Airport (LAX) during Over-Ocean or Westerly Operations from midnight to 6:30 a.m. The deadline for submitting such comments is **July 26, 2014**.

Los Angeles World Airports completed the Federal Aviation Regulations Part 161 Study that examined the possibility of restricting east departures as described above and has submitted the Part 161 application to the FAA seeking approval to implement the proposed restriction. The FAA recently notified LAWA that it deemed the application to be complete and will subsequently render a decision approving or disapproving the restriction after reviewing the application, public comments, and other information.

The LAX/Community Noise Roundtable (Roundtable) has submitted a letter to the FAA to express its support of this proposed restriction. This is also the opportunity for surrounding cities, communities, and jurisdictions to provide comments regarding the impact of nighttime flights and communicate their opinions regarding the proposed restriction. More importantly, because the Part 161 study was conducted for the benefit of the community, resident participation is essential to the success of the proposed restriction. Public comments submitted to the FAA will help provide necessary evidence regarding the severe impacts of noise on affected residents and communities, especially the sleep disturbance occurring in communities both close-in to LAX and further away.

Therefore, on behalf of the Roundtable, I urge you to submit a comment letter to the FAA to support this proposed restriction. I have enclosed copies of the Federal Register and the Roundtable comment letter for your reference to help facilitate preparing and submitting the letter. Please feel free to use the letter as a sample or template for your own comment letter.

The Roundtable is a voluntary and independent body that consists of membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA. The position stated in this letter is the opinion of the majority of the Roundtable's membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

Sincerely,

A handwritten signature in blue ink that reads "Denny Schneider".

Denny Schneider, Chairman  
LAX/Community Noise Roundtable



July 9, 2014

James Byers  
Federal Aviation Administration  
Planning and Environmental Division, APP-400  
800 Independence Avenue SW  
Washington, DC 20591

RE: Support for Proposed Restriction at LAX to Limit Nighttime Non-Conforming East Departures

Dear Mr. Byers:

The Los Angeles International Airport/Community Noise Roundtable (LAX Roundtable) is a voluntary and independent body that consists of membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, airline representatives, the Federal Aviation Administration (FAA), and Los Angeles World Airports (LAWA). These parties work together to identify noise issues that affect communities surrounding LAX and to seek feasible solutions to reduce noise over those affected communities.

One of the LAX Roundtable's long standing noise issues is related to aircraft departing to the east during late night and early morning hours when the airport is in Westerly or Over-Ocean Operations. The vast majority of aircraft operating at LAX depart to the west during these operational flows. On occasion, there are a few large aircraft that take off to the east causing severe noise disturbance to residents of numerous communities as they fly over highly populated areas during the hours when residents are most sensitive to aircraft noise. These east departure operations cause sleep disturbance for thousands of residents living in the communities east and south of the airport as these easterly departures fly at very low altitudes for an extended period of time to maintain a safe distance from aircraft arriving to LAX from the east and the south.

As a possible mitigation measure, in 2001 the LAX Roundtable requested LAWA initiate a Federal Aviation Regulations Part 161 Study to examine the possibility of restricting these non-conforming east departures between the hours of midnight and 6:30 a.m. when LAX is in Westerly or Over Ocean Operations. After a very long wait, the LAX Roundtable was delighted to learn that LAWA had finished the study and submitted the application to the FAA to seek approval to implement this proposed restriction. We also understand that the FAA has deemed the application as complete, and will subsequently render a decision on whether to approve or disapprove the proposed restriction after reviewing the application, any public comments, and other information.

Since the FAA has published a notice in the Federal Register to solicit public comments on the proposed restriction, the LAX Roundtable would like to take this opportunity to express its full support for the restriction to limit east departures at LAX as described above. Restricting this type of operation will provide meaningful noise relief for highly populated residential

James Byers, FAA  
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communities and a better overall quality of life while having little to no impact on the operations at the airport. Because of the potential benefits that this restriction will provide to the residents, we urge the FAA to approve the LAWA Part 161 application.

Thank you for your consideration and the opportunity to express our views on this matter. The position stated in this letter is the opinion of the majority of the Roundtable's membership and is not the official position of the City of Los Angeles or Los Angeles World Airports.

Sincerely,



Denny Schneider, Chairman  
LAX/Community Noise Roundtable

Commenters also noted some geographic areas in the NAS incur GPS signal interference more regularly than others due to U.S. Government testing.

Under this policy, the FAA will ensure that at least one ground based IAP will remain at each airport.

The FAA agrees that the adopted criteria must also consider GPS signal interference. Therefore, the FAA modifies this policy and adds the following as a factor to be considered: "Airports located within an area routinely affected by GPS signal interference testing."

The DoD stated that if IAPs at a civil airport are extensively utilized by military aircraft for training and/or proficiency, these IAPs should be retained. Additionally, the DoD suggested that DoD facilities should be added to the list of airports that are not considered for NDB or VOR IAP cancellations.

While this policy will not add DoD facilities to the list of airports that are not considered for NDB and VOR IAP cancellation, the FAA agrees to modify the policy so that IAPs used extensively by military aircraft for training and/or proficiency will remain in the National Airspace System.

### Policy

After review and evaluation of the public comments received on the policy proposed in the **Federal Register** on August 2, 2013 (FAA-2013-0265), the FAA adopts the criteria for selecting potential IAPs for cancellation as proposed with two modifications based on the comments received. FAA adds the following to the list of consideration factors: "Airports located within an area routinely affected by GPS signal interference testing" and "Extensive use by the military for training and/or proficiency."

The NDB and VOR IAPs recommended for cancellation will be selected at airports using the adopted criteria. FAA notes that all airports having existing RNAV and ground-based IAPs will maintain at least one RNAV and one ground-based IAP under this initiative.

Instrument Approach Procedures are incorporated by reference into Title 14 of the Code of Federal Regulations part 97, subpart C, and are promulgated by rulemaking procedures. Once the FAA identifies IAPs that may be cancelled in accordance with the adopted policy noted above, the FAA will follow standard rulemaking procedures including a Notice of Proposed Rulemaking in the **Federal Register** containing the list of NDB and VOR IAPs recommended for cancellation.

The FAA will consider all public comments before issuing a Final Rule removing selected IAPs.

#### *Airports considered for NDB or VOR IAP cancellation:*

- All airports with an NDB IAP.
- All airports with a VOR/DME RNAV IAP, unless it is the only IAP at the airport.
- All airports with two or more ground-based IAPs and an RNAV IAP.
- All airports with multiple, redundant ground-based IAPs (e.g., three VOR procedures).

#### *Additional factors for consideration in determining the list of potential candidates for NDB or VOR IAP cancellation:*

- Prevailing wind runways.
- Prevailing runway alignment during adverse weather operations.
- Runways with a published ILS IAP and a ground-based IAP.
- For runways with multiple VOR and NDB IAPs consider IAPs with the lowest minimums (if minimums are within 20 feet of each other), and IAPs that allow for optimum use by all users.
- Airports located within an area routinely affected by GPS signal interference testing
- Extensive use by the military for training and/or proficiency.

#### *Airports not considered for NDB or VOR IAP cancellations:*

- Airports with only RNAV/RNP IAPs published.
- Airports with only one ground-based procedure.
- Airports will not be considered if cancellation would result in removing all IAPs from the airport.

Issued in Washington, DC, on June 19, 2014.

**Abigail Smith,**

*Director, Aeronautical Navigation Products.*

[FR Doc. 2014-14913 Filed 6-26-14; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Proposed Airport Access Restriction and Opportunity for Public Comment

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

**ACTION:** Notice; Request for Comment.

**SUMMARY:** The Airport Noise and Capacity Act of 1990 (hereinafter referred to as "the Act" or "ANCA") provides notice, review, and approval

requirements for airports seeking to impose noise or access restrictions on Stage 3 aircraft operations that become effective after October 1, 1990. 49 U.S.C. 47521 et seq. This notice is issued pursuant to ANCA and 14 CFR 161.315(b).

The Federal Aviation Administration (FAA) announces that it has determined the application for an airport noise and access restriction submitted by the Los Angeles World Airports (LAWA) for Los Angeles International Airport (LAX) under the provisions of 49 U.S.C. 47524 of the ANCA, and 14 CFR part 161, to be complete. The LAWA application seeks approval to adopt a new ordinance that would require all aircraft operators to comply with prevailing flows whenever LAX is in Over-Ocean or Westerly Operations from midnight to 6:30 a.m. The determination of completeness is not an approval or disapproval of the proposed airport access restriction. FAA will review the application, public comments, and any other information obtained under § 161.137(b) and issue a decision approving or disapproving the proposed restriction. FAA intends to issue its decision by November 8, 2014.

**Public Comments:** Interested parties are invited to file comments on the application. Comments are due 30 days after the publication of this notice in the **Federal Register**.

**FOR FURTHER INFORMATION CONTACT:** James Byers, Planning and Environmental Division, APP-400, 800 Independence Avenue SW., Washington DC 20591.

*Email address: jim.byers@faa.gov.*

Comments on the application for the proposed noise and access restriction, including the environmental analysis, should be submitted in writing to this contact office.

**SUPPLEMENTARY INFORMATION:** On January 30, 2013 the Federal Aviation Administration (FAA) received an application from LAWA under 14 Code of Federal Regulations (CFR) Part 161 seeking a Stage 3 aircraft noise and access restriction at Los Angeles International Airport (LAX). The application was reviewed in accordance with 14 CFR 161.313(a), and was determined to be incomplete in the areas of Noise Exposure Maps (NEMs); Noise Study Area; Technical Data Supporting Noise Impact analysis; and Cost Benefit Analysis. Notice of this decision was sent to LAWA on March 1. On March 15, 2013, the FAA provided LAWA additional information regarding the type of information and analysis required to complete the application.

On March 28, 2013 LAWA stated its intent to revise the Part 161 application and resubmit it for further review. On July 5, 2013 FAA received a "Supplemental Analysis" from LAWA that supplemented their initial application. The FAA reviewed the Supplemental Analysis and determined it to be incomplete. Notice of this decision was sent to LAWA on August 2. The areas of Airport Noise Study Area and Noise Contours; Technical Data Supporting Noise Impact Analysis; and Cost—Benefit Analysis continued to be incomplete. On August 20, 2013 LAWA stated its intent to revise the Part 161 application and resubmit it to the FAA. On May 12, 2014, FAA received LAWA's revised application. On May 22, LAWA submitted an errata sheet. On June 10, 2014, FAA determined LAWA's application to be complete. ANCA establishes a 180 day review period for the application. Under 14 CFR 161.313(c)(4)(ii), the review period starts on the date of receipt of the last supplement to the application.

Pursuant to 14 CFR 161.317, FAA may approve or disapprove, in whole or in part, the proposed restriction or any alternative restriction submitted by LAWA. This notice also announces the availability of the proposed airport access restriction for public review and invites interested parties to file comments to the FAA within 30 days after this notice is published in the **Federal Register**.

*FAA Action Under Part 161 Subpart D.* FAA will review and render a decision on the restriction as a whole, including its impacts on aircraft operations that are not classified as Stage 3, at the time it issues its decision to approve or disapprove the application for a Stage 3 aircraft noise and access restriction submitted under Subpart D of Part 161. This review will include a determination on how the restriction proposal addresses other applicable Federal law and LAX's grant assurances.

The FAA's evaluation will be conducted under the provisions of 14 CFR Part 161. FAA may approve the restriction only if it finds on the basis of substantial evidence that the following six statutory criteria are met. These six statutory conditions of approval are: Condition 1: The restriction is reasonable, nonarbitrary, and nondiscriminatory; Condition 2: The restriction does not create an undue burden or interstate or foreign commerce; Condition 3: The proposed restriction maintains safe and efficient use of the navigable airspace; Condition 4: The proposed restriction does not conflict with any existing Federal

statute or regulation; Condition 5: The applicant has provided adequate opportunity for public comment on the proposed restriction; and Condition 6: The proposed restriction does not create an undue burden on the national aviation system.

Interested persons are invited to file comments to the FAA on the proposed restriction application. LAWA's application is available on their Web site at: <http://www.lawa.org/LAXPart161.aspx>. Your comments should relate to the factors that Part 161 requires an airport sponsor to address in its application for restriction approval. All relevant comments received within the public comment period will be considered by FAA to the extent practicable before FAA makes its final decision on the application.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC on June 20, 2014.

**Frank J. San Martin,**

*Acting Director, Office of Airport Planning and Programming.*

[FR Doc. 2014-15150 Filed 6-26-14; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2014-0192]

#### Agency Information Collection Activities; New Information Collection or Revision of an Approved Information Collection: Motor Carrier Records Change Form

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for its review and approval and invites public comment. The purpose of this ICR entitled "Motor Carrier Records Change Form," is to more efficiently collect information the Office of Registration and Safety Information (MC-RS) requires to process name and address changes and reinstatements of operating authority. Currently, this data is being collected when carriers request these changes from MC-RS, but without the use of a formal data collection form.

**DATES:** We must receive your comments on or before August 26, 2014.

**ADDRESSES:** You may submit comments identified by Federal Docket Management System (FDMS) Docket Number FMCSA-2014-0192 using any of the following methods:

- *Federal eRulemaking Portal:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- *Fax:* 1-202-493-2251.

- *Mail:* Docket Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building, Ground Floor, Room W12-140, 20590-0001.

- *Hand Delivery or Courier:* West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m. e.t., Monday through Friday, except Federal holidays.

*Instructions:* All submissions must include the Agency name and docket number. For detailed instructions on submitting comments and additional information on the exemption process, see the Public Participation heading below. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

*Docket:* For access to the docket to read background documents or comments received, go to <http://www.regulations.gov>, and follow the online instructions for accessing the dockets, or go to the street address listed above.

*Privacy Act:* Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement for the Federal Docket Management System published in the **Federal Register** on January 17, 2008 (73 FR 3316), or you may visit <http://edocket.access.gpo.gov/2008/pdf/E8-794.pdf>.

*Public Participation:* The Federal eRulemaking Portal is available 24 hours each day, 365 days each year. You can obtain electronic submission and retrieval help and guidelines under the "help" section of the Federal eRulemaking Portal Web site. If you want us to notify you that we received your comments, please include a self-addressed, stamped envelope or postcard, or print the acknowledgement page that appears after submitting comments online. Comments received