



# **VNY Part 150 and Part 161: Status Update**

**Presentation to the  
Board of Airport Commissioners**

February 1, 2010

# Overview

- Summary of FAA report on VNY Part 150
- Part 161 Update
  - Findings
  - Estimated Implementation Timeline
  - Cost Estimates
- Next Steps

# Noise Management Efforts at VNY

## PROCESSES

Part 150 Study  
Part 161 Study  
Title 21 Variance

## ACTIONS

VNY Curfew  
Curfew Extension  
Non-Addition Rule  
Ongoing Compliance  
w/Noise Variance  
Part 150 Record of  
Approval  
Voluntary Measures:

- Fly Friendly
- Helicopter Routes
- No Early Turns
- Noise Complaints

## PENDING

Noisier A/C Phaseout  
Part 150 Implementation  
Update Pt. 150 Noise Maps  
Part 161 Completion  
Full Title 21 Compliance

# VNY Part 150 Study

- FAA Issued Record of Approval October 15, 2009
- Noise Compatibility Program contained 35 proposed measures
- 15 measures were approved by FAA
- 20 measures were disapproved by FAA
- 7 of the 20 measures were rejected as violating ANCA if implemented without Part 161 analysis
- Updated Noise Exposure Maps required prior to eligibility of Federal funding for sound insulation

# VNY Part 161 Alternatives

## VNY Part 161 Study Noise Mitigation Measures:

1. Incentives / disincentives in rental rates
2. Incentives / disincentives in landing fees
3. Mandatory Fly Friendly Program with fines
4. Maximum 77 dBA daytime noise limit
5. Limit number of based Stage 3 jets
6. Non-emergency jet and helicopter curfew
7. Cap or phase out helicopter fleet
8. Phase out Stage 2 aircraft in shortest possible time
9. Extend existing VNY Curfew to 9AM on Saturday, Sunday, and holidays

**Note: the FAA has disapproved measures 1 to 7 (from the Part 150 Study) conditioned upon completion of the Part 161 analyses**

# Fundamental Requirements for Part 161 Submissions

ANCA PURPOSEFULLY SET THE BAR VERY HIGH  
(Requires FAA approval of Stage 3 restrictions)

LAWA must demonstrate that:

1. Restriction must be reasonable, nonarbitrary, and nondiscriminatory
2. Restriction does not place unreasonable burden on interstate or foreign commerce
  - Requires demonstrating that benefits have a reasonable chance of exceeding costs
3. Restriction maintains the safe and efficient use of the navigable airspace
4. Restriction does not conflict with U.S. laws or regulations
5. Restriction does not place unreasonable burden on national aviation system (NAS)
6. LAWA has provided adequate opportunity for public comment

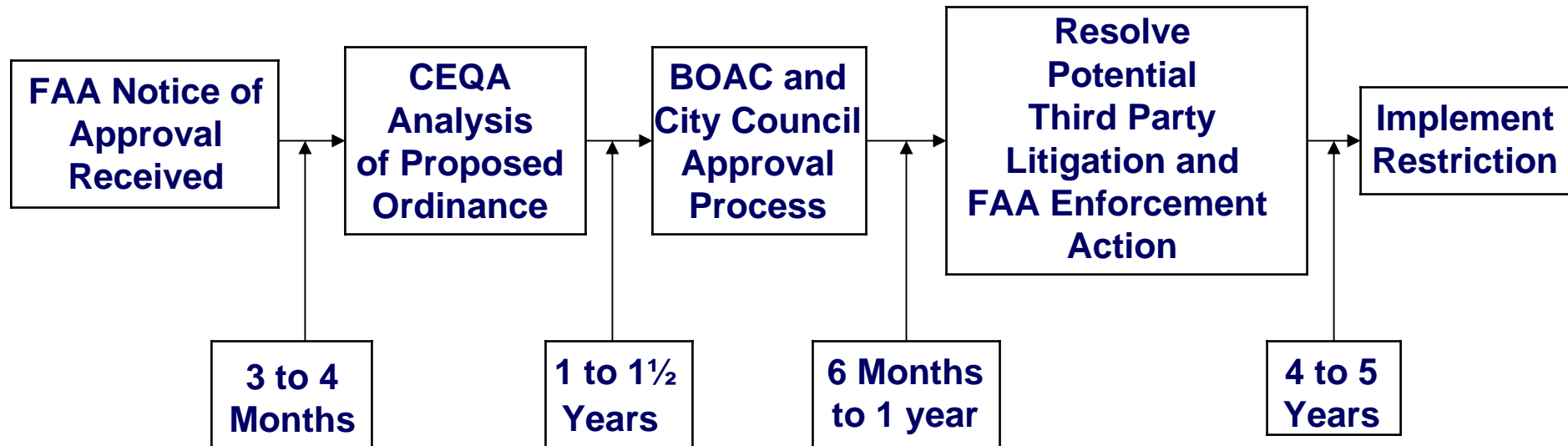
# Part 161 Findings

## The results and conclusions of the Part 161 Consultant's extensive analyses

- **Stage 1 and 2 Ban** via Part 161 shows positive benefit-cost ratio.
- **Curfew Measures** show negative benefit-cost ratio and would shift noise to other airports. FAA recently disapproved BUR curfew application.
- **Helicopter Measures** show negative benefit-cost ratio, would shift noise to other airports, and is probably discriminatory.
- **Mandatory Fly Friendly Program**, FAA considers this type of restriction unsafe. Voluntary program has 95% compliance rate and produced measurable noise reduction
- **Stage 3 Jet Limit** shows large negative benefit-cost ratio, would shift noise to other airports.

# Part 161 - Estimated Implementation Timeline of Approved Restrictions

*Upon notice of FAA approval of a Proposed Stage 3 Restriction or compliance with Part 161 Process for Proposed Stage 2 Restriction, LAWA would initiate the process of obtaining BOAC and City Council approval of the implementing ordinance*



# Part 161 - Cost Estimates of Moving Forward

Amount spent to date: \$ 3,576,843

- Includes costs for Part 161 analyses and for grandfathered Noisier Aircraft Phaseout Ordinance
- *Does not include staff time and legal costs*

Estimated cost of completing and submitting applications to the FAA:

- Stage 1 and 2 ban application: \$800,000
- Curfew related application: \$200,000
- Helicopter related application: \$200,000
- Fly Friendly application: \$175,000
- Stage 3 Jet application: \$150,000

# Next Steps

- Brief VNY CAC on Part 161 Findings
- Return to BOAC with Recommendations
- Pursue program improvements to the voluntary Fly Friendly Program to increase compliance
- Implement VNY Noisier Aircraft Phase-out Ordinance upon Council approval
- Monitor Congressional passage of FAA Reauthorization
- Update Part 150 Noise Exposure Maps (NEMs)
- Consider soundproofing to updated Part 150 NEMs as Federal Funds available
- Analyze costs and benefits of implementing other approved Part 150 measures
- Achieve compliance with Title 21 requirements



**THANK YOU**