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?

- 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?

- 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?

- **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?

- 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

1. Define Noise Problem - Completed
2. Specify Proposed Restrictions - Completed
3. Forecast Operations with and without Proposed Restriction(s) - Pending FAA approval
4. Calculate Benefits and Costs of Proposed Restriction(s) - In Progress
5. Compare Proposed Restriction(s) to Non-Restrictive Alternatives - In Progress
6. Conduct Outreach/Prepare Documentation - In Progress (Expected draft in March 2012)
1 – Define the Noise Problem

- 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

- Representative non-conforming flight tracks
2 – Specify Proposed Restriction

- 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
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

- 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

- 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

- **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

- 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

- 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

- 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