Part 161 Study for
Los Angeles International Airport

Los Angeles World Airports

LAX/Community Noise Roundtable Briefing
March 14, 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 notification and opportunity for public comment
  - Establishment of a public docket

- FAA headquarters must approve the study and restriction before the proposed rule can be put into effect.
Part 161 Process

1. Define Noise Problem: Completed
2. Specify Proposed Restrictions: Completed
3. Forecast Operations with or without Proposed Restriction(s): Completed
4. In Progress
   - Determine Benefits and Cost of Proposed Restriction(s): Completed
5. In Progress
   - Compare Proposed Restriction(s) to Non-Restrictive Alternatives: Completed
6. In Progress
   - Conduct Outreach/Prepare Documentation: Completed
Proposed Restriction for LAX

Prohibit the easterly departure of aircraft, with certain exemptions, between the hours of midnight and 6:30 a.m. when the Airport is in Over Ocean Operations, or when it remains in Westerly Operations.
Why a Part 161 Study for LAX?

- To reduce the nighttime noise burden for the communities most affected by non-conforming easterly departures
  - From midnight to 6:30 am

- 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 a Part 161 Study seeking federal approval of a locally-imposed restriction
  - Submit application to FAA or execute a voluntary agreement between LAWA and the airlines
Why a Part 161 Study for LAX?

- Stipulated Settlement Agreement
  - Complete a Part 161 Study
  - Seek FAA approval for a restriction with 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
Six “statutory conditions” Required for FAA Approval

FAA requires demonstration that the proposed rule:

- Is reasonable, nonarbitrary and nondiscriminatory
- Will not create an unreasonable burden on interstate or foreign commerce
- Will maintain safe and efficient use of navigable airspace
- Will not conflict with any existing federal statute or regulation
- Does not create unreasonable burden on the national aviation system
- Was the subject of adequate public notice and opportunity for public comment
Expected Analysis Results of the Proposed Restriction

- Is reasonable, nonarbitrary and nondiscriminatory.

- Will not create an unreasonable burden on interstate or foreign commerce

- Will maintain safe and efficient use of navigable airspace.

- Will not conflict with existing federal statutes or regulations.

- Does not create unreasonable burden on national aviation system.

- Will be subject of adequate public notice and comment opportunities.
Flights Affected by Proposed Restriction

- 65 non-conforming flights per year (10-year average)
- Air carrier user class of aircraft
  - Boeing 747, 767 and 777
  - Airbus A330 and A380
Costs of the Proposed Restriction

- Operators are expected to limit takeoff weight
  - Cargo and/or baggage over standard passenger allotment

- Estimated range of revenue associated with affected cargo and baggage to limit takeoff weight on 65 annual departures
  - Actual cost determination still in progress
  - We expect limited costs given only 65 flights annually

- No other costs are expected as a result of the proposed restriction
Benefits of the Proposed Restriction

- Reduction in the number of people potentially awakened

- Removal of 12 dwelling units from the 65 dB CNEL contour, which are not in the Airport Noise Mitigation Program (ANMP) boundary:
  - $507,920 benefit, based on estimated cost to sound insulate the units as an alternative to the restriction

- Potential fuel savings to aircraft operators:
  - Non-conforming flights depart east and turn to head west resulting in longer flight tracks than if they departed west
  - $129,000 to $429,000 over 5- to 15 year analysis period

Note: Dollar values are net present value in 2013, the projected year of implementation
People report being awakened by non-conforming flights at night

ANSI S12.9-2008 Part 6 was used to estimate the reduction in the number of people potentially awakened if the proposed restriction is implemented

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Population</th>
<th>Status Quo</th>
<th>With Restriction</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>3,697,193</td>
<td>91,774</td>
<td>91,255</td>
<td>-519</td>
</tr>
<tr>
<td>2017</td>
<td>3,697,193</td>
<td>91,215</td>
<td>90,777</td>
<td>-438</td>
</tr>
</tbody>
</table>

Note: The reported number of people potentially awakened represents the average daily awakenings
Sleep Disturbance

- Reduction in number of people potentially awakened if restriction is in effect in 2017
Environmental Justice

According to EPA

- Environmental Justice is the fair treatment and meaningful involvement of all people regardless of:
  - race, color, national origin or income

With respect to the development, implementation and enforcement of environmental laws, regulations and policies, “fair treatment” means:
  - no group of people should bear a disproportionate share of the negative environmental consequences...

EPA goal:

- To provide an environment where all people enjoy the same degree of protection from environmental and health hazards...
Environmental Justice

- Early indication is that potential awakenings occur disproportionately to minority and low income populations without the restriction
Comparison of 2017 Status Quo vs. Restriction
Analysis Results of the Proposed Restriction

- We expect all six statutory conditions of Part 161 will be met.

- The benefits of the proposed restriction outweigh its costs:
  - Fewer potential nighttime awakenings from aircraft noise
  - Reduced potential awakenings for minority and low-income residents
  - Reduced fuel consumption
Public Outreach

- LAX/Community Noise Roundtable briefings

- Public workshops:
  - South Los Angeles, Inglewood, Lennox – November 2006
  - Final workshop, Flight Path Center – April 2012 (tentative)

- 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
• Draft document available to the public
  • April 2012 (tentative)

• Public comment opportunities
  • 45-day public review period
    • Expected to begin in April 2012
  • Comment docket for public inspection established at the start of the comment period and continued as long as LAWAW pursues or enforces the restriction
Next Steps (dates tentative)

- Finalize draft document for release to the public – April 2012
- 45-day public review period begins – April 2012
- Public Workshop – April 2012
- Roundtable Briefing – May 9, 2012
- Final document for LAWA review and approval – June 2012
- LAWA submits Part 161 document to FAA – June 2012
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Questions