



# **LAX Part 161 – Status Update**

**May 8, 2013**

**LAX/Community Noise Roundtable**

## Schedule/Next Steps

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- 1/29/13 – LAWA Submitted Application/Study to FAA
- 3/1/13 – FAA sent initial response to LAWA - application incomplete
- 3/15/13 – FAA letter to LAWA specifying areas where more information needed
- 3/20/13 - HMMH crafted initial proposal for responding to FAA comments/questions
- 3/28/13 – LAWA response letter to FAA: intent to resubmit application
- 4/19/13 – FAA teleconference to discuss LAWA’s proposed responses

### *Next Step*

- 6/30/13 – LAWA to submit supplemental information to FAA

# Application Deemed Incomplete by FAA

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*These five categories were identified by the FAA as incomplete*

- Analysis
- Airport Noise Study Area
- Technical Data Supporting Noise Impact Analysis
- Cost-Benefit Analysis
- Statement About Partial Approval

# FAA Comments - Analysis

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- FAA asked if the 2013 and 2018 contours reflected existing and planned development for future conditions
  - FAA mentioned that they were aware of a Runway Safety Area (RSA) project for 07L/25R and that LAWA was completing the LAX Master Plan Specific Plan Amendment Study (SPAS)
- Geographic boundaries and jurisdiction names for those areas that control land use

- Noise problem not quantified within the ANSA
- By definition ANSA is the 65 CNEL contour
- LAWA identified additional noise study area based on sleep disruption - noise problem defined in applications:
  - “To reduce the occurrence and frequency of nighttime awakenings for residents living near LAX by eliminating non-conforming easterly departures between midnight and 6:30 a.m. when the airport is in Over-Ocean Operations or Westerly Operations.”
- Noise complaints used to support assertion of noise problem did not demonstrate location of complaints relative to ANSA

- Provide more detail of the sleep awakenings calculations at each grid point in electronic format:
  - Calculation of the probability of awakenings
  - CNEL level
  - Population
  - Outdoor SEL
  - Outdoor to indoor attenuation
- Provide number of awakenings summed by CNEL level

# FAA Comments – Cost-Benefit Analysis

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- Must consider ongoing and future residential sound insulation program
- Qualitative analysis must include: offsetting cost on operators, airports, passengers, and cargo
- More rigorous approach to forecasting non-conforming departure, including moving average, last observed year, historic average, and *regression with independent variables* (time, operations, pacific rim departures, and wind)
- Costs associated with crew time duty and rest requirements, reduction in operational efficiencies and evidence related to passenger decreases or shipper surpluses
- Costs to passengers, disruption and reschedule
- Value of passenger time, fuel burn during off-loading and on time guarantees

# FAA Comments - Statement About Partial Approval

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- In the event of disapproval, airport needs to state whether we want FAA to consider any portion of application for partial approval

# Supplemental Report to be Submitted by LAWA

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*LAWA believes that the application as originally submitted meets the requirements of Part 161*

- Unique nature of the noise problem led to some uncertainty with level of information required
- Focus on noise problem outside of traditional ANSA

*LAWA believes that with this supplemental application, all of the requested information will have been provided and the application can be deemed complete*

- Once the FAA deems the application complete, they will have 150 days to make formal decision