



# LAX Part 161 – Status Update

May 8, 2013

**LAX/Community Noise Roundtable** 

## Schedule/Next Steps



- 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





### 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



- 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

# FAA Comments - Airport Noise Study Areas (ANSA)



- 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

# FAA Comments - Technical Data Supporting Analysis



- 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

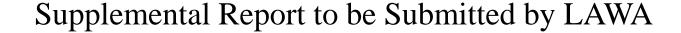


- Must consider ongoing and future residential sound insulation program
- Qualitative analysis must include: offsetting cost on operators, airports, passengers, and cargo
- More rigorous approach to forecasting non-conforming departure, including moving average, last observed year, historic average, 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



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





# 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