APPENDIX A FAA ACCEPTANCE OF PREVIOUS NOISE EXPOSURE MAPS, AND RELATED FAA AND LAWA COMMUNICATIONS REGARDING MAP CERTIFICATION

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

P.O. Box 92007
Los Angeles, CA 90009

April 20, 2009

Ms. Gina Marie Lindsey
Executive Director, Los Angeles World Airports
Los Angeles International Airport
1 World Way
Los Angeles, CA 90045

Dear Ms. Lindsey:

Van Nuys Airport
Acceptance of Noise Exposure Maps
and Review of Noise Compatibility Program

This letter is to notify you that the Federal Aviation Administration (FAA) has evaluated and accepted the Noise Exposure Maps and supporting documentation dated December 2008 for the Van Nuys Airport. In accordance with Section 103(a)(1) of the Aviation Safety and Noise Abatement Act of 1979 (the Act), as amended, we have determined that:

1. The 2001 Community Noise Equivalent Level (CNEL) noise contours and supporting documentation meet the requirements for the current Noise Exposure Map as of the date of submission as set forth in Title 14, Code of Federal Regulations (CFR), Part 150, *Airport Noise Compatibility Planning*, Section 150.21, and are accordingly accepted under this Part.

2. The projected 2006 aircraft operations, the 2006 (Future) CNEL noise contours and supporting documentation are accepted as the description of the future conditions as set forth in Part 150, and are accordingly accepted under this Part.

FAA's acceptance of the Noise Exposure Maps is limited to the determination that the maps were developed in accordance with the procedures contained in Appendix A of Part 150. Such acceptance does not constitute approval of your data, information, or plans.

The FAA will publish a notice in the *Federal Register* announcing the acceptance of the Noise Exposure Maps for Van Nuys Airport. The FAA's acceptance of these Noise Exposure Maps under Part 150 in no way approves or endorses a Noise Compatibility Program, potential related federal funding of projects identified in such a program, or any related operating restrictions at the subject airport.

In addition, the FAA has formally received the Noise Compatibility Program for Van Nuys Airport, effective today. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of Noise Compatibility Programs, but that further review will be necessary prior to approval or disapproval of the program.

The formal review period, limited by law to a maximum of 180-days, will be completed on or before October 16, 2009. The public comment period ends on June 18, 2009.

Should any questions arise concerning the precise relationship of specific properties to Noise Exposure Contours depicted on the Noise Exposure Maps Update, you should note that the FAA will not be involved in any way in the determination of relative locations of specific properties with regard to the depicted noise contours, or in interpreting the maps to resolve questions concerning, for example, which properties should be covered by the provision of Section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's acceptance of your Noise Exposure Maps Update. Therefore, the responsibility for the detailed overlaying of noise contours onto the maps depicting properties on the surface rests exclusively with you the airport operator, or those public agencies and planning agencies with which consultation is required under Section 103 of the Act. The FAA relies on the certification by you under 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Your notice of this determination, and the availability of the Noise Exposure Maps, which when published at least three (3) times in a newspaper of general circulation in the county where the affected properties are located, will satisfy the requirements of Section 107 of the Act. A sample publication announcement has been enclosed for your use.

Your attention is called to the requirements of Section 150.21 (d) of Part 150, involving the prompt preparation and submission of revisions to these maps, if any actual or proposed change in the operation of the subject airport might create any substantial, new noncompatible land use in any areas depicted on the maps.

Thank you for your continued interest in Noise Compatibility Planning.

Sincerely,

Brian Q. Armstrong
Manager, Los Angeles Airports District Office

Enclosure

cc: APP-600, LAX-600

SAMPLE

NOISE EXPOSURE MAP ACCEPTANCE PUBLIC ANNOUNCEMENT IN LOCAL NEWSPAPER – TO BE PUBLISHED THREE TIMES

Pursuant to Section 107(a) & (b) [Title 49, United States Code, Section 47506] of the Airport Safety and Noise Abatement Act of 1979, as amended, notice is hereby given that on April 20, 2009, the Federal Aviation Administration has completed its evaluation of, and has formally accepted the Noise Exposure Maps Van Nuys Airport, located in Van Nuys, California that were prepared pursuant to Title 14, Code of Federal Regulations, Part 150 (14 CFR Part 150). These maps and supporting documentation are available for public review at the offices of the Aviation Director, Los Angeles World Airports, One World Way, Los Angeles, California 90045.

U.S Department
of Transportation
Federal Aviation Administration

Western-Pacific Region
Los Angeles Airports District Office

Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009-2007

July 23, 2008

Mr. Roger Johnson
Deputy Executive Director
Los Angeles World Airports
1 World Way
Los Angeles, CA 90045-5803

Van Nuys Airport Part 150
Noise Exposure Map and Noise Compatibility Review

Dear Mr. Johnson:

I have received your revisions dated April 17, 2008, associated with the Part 150 Noise Compatibility Study at Van Nuys Airport (VNY). After reviewing the document, we came across two issues that must be addressed before we accept the noise exposure maps. Both of these requirements were added to 14 CFR Part 150 in 2004:

1) While the 2006 actual operations comparison shows a decrease overall compared to the original Part 150 forecast, §150.21(d)(2) indicates that *"If, after submission of a noise exposure map under paragraph (a) of this section, any change in the operation of the airport would significantly reduce noise over existing noncompatible uses that is not reflected in either the existing conditions or forecast noise exposure map on file with the FAA, the airport operator shall, in accordance with this section, promptly prepare and submit a revised noise exposure map. A change in the operation of the airport creates a significant reduction in noise over existing noncompatible uses if that change results in a decrease in the yearly day-night average sound level of 1.5 dB or greater in a land area which was formerly noncompatible but is thereby made compatible under Appendix A (Table 1)."*

2) The map scale provided identified in Section IV: Map, Scale, Graphics, and Data Requirements does not meet the 1" to 2,000' requirement identified in Section §A150.103 (b) (1). It states *"A map of the airport and its environs at an adequately detailed scale (not less than 1 inch to 2,000 feet) indicating runway length, alignments, landing thresholds, takeoff start-of-roll points, airport boundary, and flight tracks out to at least 30,000 feet from the end of each runway."*

You stated that operations have gone down since the Noise Exposure Maps were first prepared. If the CNEL contour has not decreased by 1.5 dB or greater over noncompatible land uses, the FAA can accept the 2001 existing conditions NEM documentation, as representative of existing conditions at VNY, from the date of your last submission (2008). If forecast operations for at least five years beyond 2008 (2013) will not produce a CNEL 1.5 dB increase or decrease over noncompatible land uses at VNY, we can accept your 2006 forecast year NEM as representing 2013.

You will need to provide certification in a letter to us (§150.21(d)(4)(e) *"Each map, or revised map, and description of consultation and opportunity for public comment, submitted to the FAA, must be certified as true and complete under penalty of 18 U.S.C. 1001."*) providing factual statements to this effect once you have completed a review of the VNY part 150 existing and forecast operations data.

Assuming you can certify the NEMs are representative of 2008 and 2013, we will accept them as meeting Part 150 requirements and we will move forward with the 180-day review of the NCP.

We allow the map scale you provided. However, if there is 1.5 dB decrease in land area, the Noise Exposure Maps will once again need to go through the public consultation identified in §150.21(b) *"Each map, and related documentation submitted under this section must be developed and prepared in accordance with appendix A of this part, or an FAA approved equivalent, and in consultation with states, and public agencies and planning agencies whose area, or any portion of whose area, of jurisdiction is within the L_{dn}65 dB contour depicted on the map, FAA regional officials, and other Federal officials having local responsibility for land uses depicted on the map. This consultation must include regular aeronautical users of the airport. The airport operator shall certify that it has afforded interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft noise exposure map and descriptions of forecast aircraft operations. Each map and revised map must be accompanied by documentation describing the consultation accomplished under this paragraph and the opportunities afforded the public to review and comment during the development of the map. One copy of all written comments received during consultation shall also be filed with the Regional Airports Division Manager."* The map scale requirements will need updating, as well.

We have tried to be responsive to LAWA's requests for FAA help, as well as actions taking place at other LAWA airports. We apologize for the delay in the review of VNY's part 150 update. We look forward to completing this project in a timely manner.

Sincerely,

Victor Globa
Environmental Protection Specialist

Brian Armstrong, LAX-600
Mark McClardy, AWP-600
Mia Ratcliff, AWP-610
Dave Kessler, AWP-610.1
Victoria Catlett, APP-400

Los Angeles World Airports

December 5, 2008

Mr. Victor Globa
Environmental Protection Specialist
Los Angeles Airports District Office
Western Pacific Region
Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009-2007

Re: Van Nuys Airport Part 150 – Noise Exposure Maps

Dear Mr. Globa:

Los Angeles World Airports (LAWA) appreciates your continued assistance in finalizing the Van Nuys Airport (VNY) Part 150. LAWA is providing the attached information in response information requested in a letter dated July 23, 2008 (copy attached for reference). In that letter, you indicated that in order for the FAA to approve the Noise Exposure Maps (NEMs), LAWA must certify that the NEMs we submitted to you are representative of current existing conditions and at least five-year forecast conditions, and do not result in a decrease in noise levels of 1.5 dB or greater.

Attached to this letter is a memo from our consultant Harris Miller Miller and Hanson, Inc. (HMMH) who was tasked by LAWA to assess the current and future operations and noise levels, and compare those levels to the NEMs for 2001 and 2006, respectively. The HMMH analysis concluded a 1.4 dB decrease in the CNEL levels between current operations and forecasts when compared to those within the Part 150. We believe this meets 1.5 dB criteria established under Part 150.

Therefore, LAWA hereby certifies that the 2001 and 2006 NEMs are representative of current and future conditions. As stated in your letter, LAWA anticipates FAA acceptance of the NEMs, as well as commencement of the 180-day review of the NCP. We certainly appreciate your assistance in moving this process forward.

Sincerely,

Roger A. Johnson
Deputy Executive Director

RJ:ST

Enclosures

cc: Brian Armstrong, LAX-600
Mark McClardy, AWP-600
Mia Ratcliff, AWP-600
Victoria Catlett, APP-400
Dave Kessler, AWP-610.1
Scott Tatro, LAWA
Dennis Quilliam, LAWA

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TECHNICAL MEMORANDUM

To: Mr. Scott Tatro
Environmental Affairs Officer
Los Angeles World Airports
Environmental Services Division
Noise Management
7301 World Way West
Los Angeles, CA 90045

From: Robert Behr, Gene Reindel, Ted Baldwin

Date: December 4, 2008

Subject: Comparing VNY Part 150 Contours

Reference: HMMH Job Number 300701.013

1. INTRODUCTION

The Federal Aviation Administration (FAA) has requested additional information related to the January 2003 Van Nuys Airport (VNY) Part 150. The delay in time since the submittal has resulted in the FAA questioning whether the 2001 and 2006 noise exposure contours in the Part 150 study adequately represent the current existing conditions (2008) and at least five-year forecast (2013 or beyond), respectively, as required under 14 CFR Part 150. As a result of this FAA request, Los Angeles World Airports (LAWA) requested Harris Miller Miller & Hanson Inc. (HMMH) to provide an analysis that would satisfy the FAA in the most expeditious manner.

The primary area to address was stated in the July 23, 2008 FAA letter to LAWA regarding the review of the Part 150 study:

While the 2006 actual operations comparison shows a decrease overall compared to the original Part 150 forecast, §150.21(d)(2) indicates that "If, after submission of a noise exposure map under paragraph (a) of this section, any change in the operation of the airport would significantly reduce noise over existing noncompatible uses that is not reflected in either the existing conditions or forecast noise exposure map on file with the FAA, the airport operator shall, in accordance with this section, promptly prepare and submit a revised noise exposure map. A change in the operation of the airport creates a significant reduction in noise over existing noncompatible uses if that change results in a decrease in the yearly day-night average sound level of 1.5 dB or greater in a land area which was formerly noncompatible but is thereby made compatible under Appendix A (Table 1)."

2. RESULTS AND CONCLUSIONS

Application of the FAA's Area Equivalent Method (AEM) screening tool reveals that the 2009 and 2014 operations and fleet mixes from the Draft Environmental Impact Report (DEIR) for the VNY Noisier Aircraft Phaseout result in approximately a *1.4 dB decrease* in CNEL compared to the 65 dB CNEL for the Part 150 2001 and 2006 contours, respectively. ***Therefore, the AEM indicates that the 2001 and 2006 contours in the VNY Part 150 represent the current baseline (2009) and five-year forecast (2014) conditions within FAA's 1.5 dB threshold of significance.***

3. ANALYSIS APPROACH

HMMH recommended that this analysis utilize the following steps:

1. Determine the operations level for the most recent 12 months for which data are available. (This period turned out to be the fiscal year ending September 30, 2008 or "FYE September 2008.")
2. Compare the FYE September 2008 operations level to the 2007 and 2009 operations estimates developed for the VNY Noisier Aircraft Phaseout DEIR, to select the analysis year from that study to represent "current" conditions. If the overall operations for the most recent twelve months are within 15%[1] of what was modeled for 2007 and / or 2009, the detailed fleet mix for the year with the closest operations level would be used to represent "current" conditions. (Since the 2007 and 2009 analyses were conducted early in 2008, there have been no changes in overall fleet mix, runway use, flight tracks, operating procedures, airport layout, or other factors that might affect the representativeness of the DEIR contours vis-à-vis the most recent 12 months; so overall activity level is the only factor to consider in selecting the most representative year.) Ideally, the analysis will indicate that 2009 is the most representative of existing conditions, since the FAA is likely to be reviewing the LAWA response on this matter in 2009.
3. Use the FAA's AEM screening process to compare the selected analysis year from the DEIR to the VNY Part 150 2001 baseline year.
4. Use the AEM to compare 2014 year forecast operations from the DEIR analysis to the VNY Part 150 2006 forecast. The 2014 forecast satisfies the Part 150 requirement that the forecast case be for a year at least five years past the baseline.
5. The AEM screening will determine if the existing and forecast condition contours from the DEIR are within 1.5 dB of the 2001 and 2006 Part 150 contours.

4. TOWER COUNT ANALYSIS AND FORECAST OPERATIONS

HMMH solicited the services of SH&E to analyze the most recent 12 months of tower counts (the last or fourth quarter of CY 2007 and first three quarters of CY 2008) and develop the fleet mix following the same procedures used in developing the baseline fleet mixes for the VNY DEIR. Table 1 compares the results for this period to the Part 150 2001 baseline and for 2007 and 2009 from the DEIR.

Table 1. Comparison of Operations for Fiscal Year Ending ("FYE") September 2008 to Noisier Aircraft Phaseout DEIR 2007 and 2009 Cases

Aircraft Group	Part 150 Baseline 2001	DEIR 2007	DEIR 2009	FYE September 2008
GA Jet	30,779	48,143	51,815	44,107
GA Propeller and Turboprop	254,476	104,871	123,374	118,900
Helicopters	48,685	61,298	68,226	63,809
Training	129,725	98,715	85,115	103,951
Military	-	321	293	255
Privately Owned Former Military	-	659	659	659
Overflights	-	76,565	78,902	70,777
Total	463,665	390,572	408,384	402,458

Note: The Part 150 baseline did not break out military, privately owned former military, and overflights into separate categories; those operations were integrated into the other categories.

[1] The FAA's "FAR Part 150 Noise Exposure Map Checklist – Part II," §III.B identifies 15% as the maximum allowable variation for considering overall operations levels equivalent in comparisons of this type.

The FYE September 2008 operations are within 3% of 2007 and 1.5% of 2009; well within the FAA's 15% limit. Based on this comparison, the operations and fleet mix for the 2009 forecast are most representative of current conditions and the appropriate basis for the AEM comparison to the Part 150 2001 baseline.

Table 2 compares the operations from the Part 150 forecast for 2006 to those for the DEIR 2014 forecast that will be compared using the AEM to quantify any increase or decrease in the forecast 65 CNEL contour. The 2014 forecast is within 4% of the 2006 forecast; once again well within FAA's 15% limit.

Table 2. Comparison of Part 150 Forecast Operations for 2006 to DEIR Forecast for 2014

Aircraft Group	Part 150 Forecast 2006	DEIR 2014
GA Jet	42,942	83,449
GA Propeller and Turboprop	262,061	129,814
Helicopters	51,831	82,212
Training	136,884	90,354
Military	-	293
Privately Owned Former Military	-	659
Overflights	-	89,183
Total	493,718	475,964

Note: The Part 150 forecast did not break out military, privately owned former military, and overflights into separate categories; those operations were integrated into the other categories.

5. AREA EQUIVALENT METHOD ANALYSIS

As stated in the "Area Equivalent Method User's Guide, Version 7.0," January 2008:

"The Area Equivalent Method (AEM) is a screening procedure used to simplify the assessment step in determining the need for further analysis with the Integrated Noise Model (INM) as part of Environmental Assessments and Impact Statements (EA/EIS) and Federal Aviation Regulations (FAR) Part 150 studies. AEM is a mathematical procedure that provides an estimated change in noise contour area for an airport given the types of aircraft and the number of operations for each aircraft. The noise contour area is a measure of the size of the landmass enclosed within a level of noise as produced by a given set of aircraft operations.

The noise contour metric is the Day-Night Average Sound Level (DNL) which provides a single quantitative rating of a noise level over a 24-hour period. This rating involves a 10-dBA penalty to aircraft operations during the nighttime (between 10 PM and 7 AM) to account for the increased annoyance in the community.

The AEM produces noise contour areas (in square miles) for the DNL 65 dBA noise level and the purpose of AEM is to screen for significant impact within the 65 dBA contour area. The user may specify other contour levels to obtain supplemental information. The AEM is used to develop insight into the potential increase or decrease of noise resulting from a change in aircraft operations".

The noise contour metric for California is the Community Noise Equivalent Level (CNEL) which adjusts aircraft operations during the evening (7 PM to 10 PM) upward by a factor of three (which is approximately equal to a 4.77 dB penalty on each operation). Since the AEM only accepts inputs for the day and night periods defined for DNL, the evening operations are multiplied by three and added to the daytime operations to account for the CNEL evening penalty.

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