

NOISE CONTROL AND LAND USE COMPATIBILITY STUDY

Phase Three Report

Volume I

Los Angeles International Airport



Participants:

Los Angeles County
AIRPORT LAND USE
COMMISSION

City of Los Angeles
DEPARTMENT OF
AIRPORTS

County of Los Angeles
City of El Segundo
City of Hawthorne

City of Inglewood
City of Los Angeles
Federal Aviation Administration

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LOS ANGELES INTERNATIONAL AIRPORT
NOISE CONTROL/LAND USE COMPATIBILITY STUDY

PHASE THREE REPORT

VOLUME I

EXECUTIVE SUMMARY

AND

FAR PART 150 NOISE COMPATIBILITY PROGRAM

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INTRODUCTION

The contents of this Volume I a part of the Los Angeles International Airport Noise Control/Land Use Compatibility (LAX-ANCLUC) Study has been formatted to culminate the study process and provide a clear transition from the development of noise compatibility recommendations to the phased implementation of those recommended actions. The format of this volume also complies with the requirements and guidelines of FAR Part 150 for the contents of a Noise Compatibility Program (NCP).

Volume I is comprised of two main sections, with much of the information summarized from previously published reports and technical volumes of the LAX-ANCLUC study. In Section One an Executive Summary is provided explaining the three phases of the LAX-ANCLUC Study. Phase One involved establishing the study design, consultation process and development of baseline reference data. Phase Two provided an update of the technical information associated with airport operation and community conditions as well as the institution of the study related issue identification process which included considerable public input and review. Phase Three involved development and analysis of alternatives related to both airport operations and land use which addressed the study related issues previously identified.

Section Two of this volume presents the FAR Part 150 Noise Compatibility Program and the supporting information required under the FAR Part 150 guidelines. This section includes a description of the continuous consultation process employed during the course of the LAX-ANCLUC Study process. The airport operational and land use alternatives evaluated were summarized for convenience to the reader. The recommended NCP including identification of implementation responsibilities, impact reduction benefits and phased timing of the NCP actions is also provided. Finally, the potential effects to the Airport Layout Plan and Air Traffic System Plan are briefly discussed.

SECTION ONE

LAX-ANCLUC EXECUTIVE SUMMARY

SECTION ONE - LAX ANCLUC EXECUTIVE SUMMARY

I. PHASE ONE SUMMARY

The Airport Noise Control Land Use Compatibility (ANCLUC) Study was undertaken because aircraft noise continues to be a concern of people residing in communities surrounding the Airport. The Study structure provided both representatives of the surrounding communities and the aviation industry to address the problems of aircraft noise from each respective point of view. This structure was important because no single jurisdiction, agency, organization or industry could solve the aircraft noise problem alone. The noise problem has to be addressed by all involved parties to assure a successful resolution.

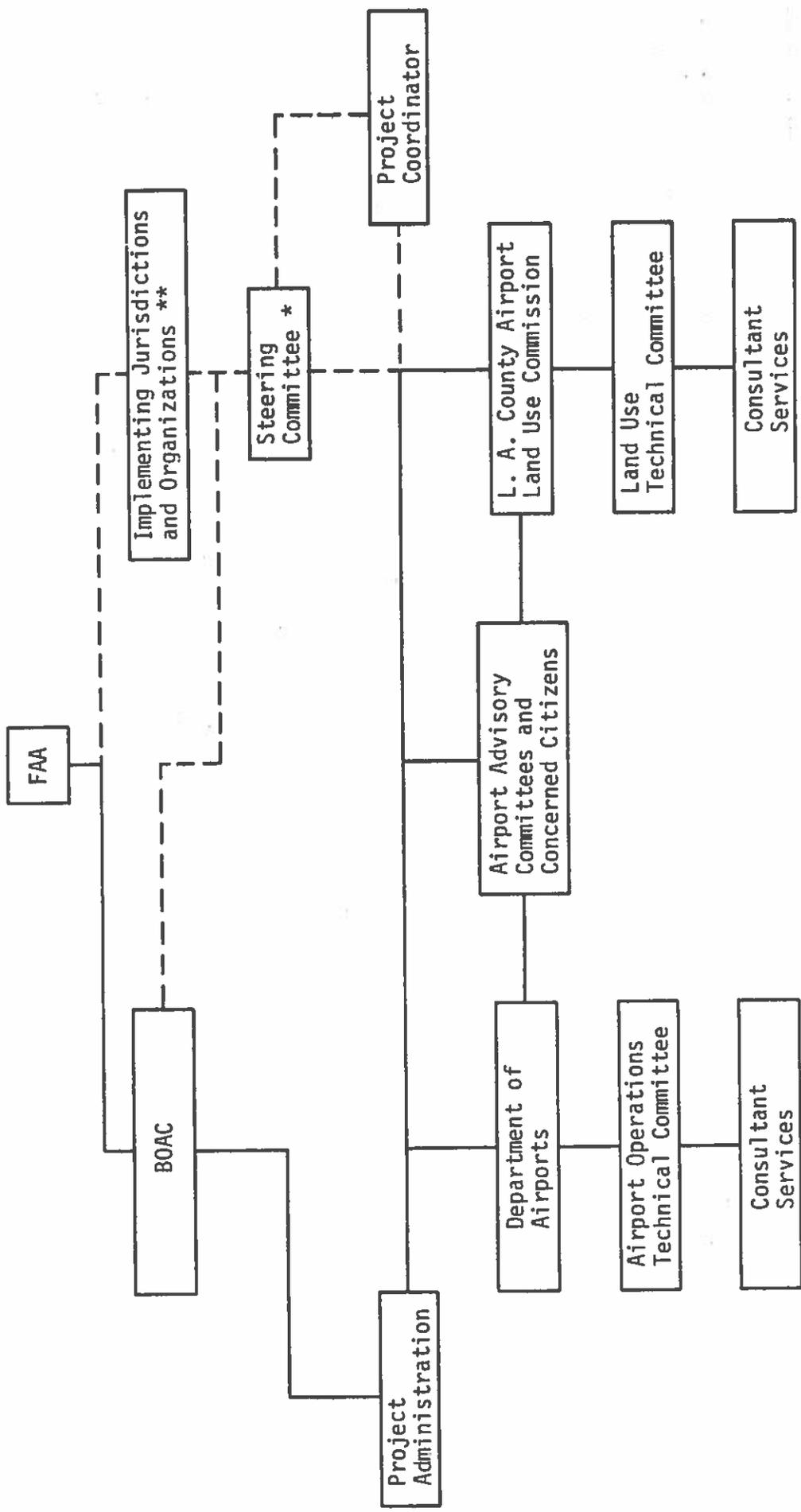
Accordingly, the ANCLUC Study was designed to achieve maximum compatibility between the airport and surrounding communities. Alternative scenarios for airport operations were developed to reduce noise. Simultaneously, the surrounding communities formulated alternatives for adjusting land use patterns, after first identifying incompatible land uses and opportunities for change. The thrust of the Study was then to recommend the most effective airport operational alternative, together with a series of companion recommended land use adjustments, based on the relative costs and benefits of implementation.

All affected jurisdictions, agencies and organizations with a role in the implementation of a program to reduce the impact of noise have participated. These entities include the cities of Inglewood, Hawthorne, El Segundo and Los Angeles, the County of Los Angeles, the Federal Aviation Administration (FAA), the Air Transport Association (ATA), the Airline Pilots Association (ALPA), the Civil Aeronautics Board (CAB), CalTrans-Division of Aeronautics, the Los Angeles City Department of Airports (DOA), and the Southern California Association of Governments (SCAG).

These participants were organized into a Steering Committee and two technical committees, one for Land Use and the other for Airport Operations which together formed the Joint Technical Committee. The Steering Committee was comprised of elected and appointed officials from each of the affected jurisdictions and representatives from the FAA, ATA and DOA.

The Land Use Technical Committee was comprised of planning representatives from each of the surrounding communities and SCAG. The Airport Operations Technical Committee was composed of members of the airline industry, including DOA, CAB, FAA, ATA, CalTrans, ALPA and SCAG. In addition, citizen advisory groups and individuals were directly involved through meetings, workshops and public hearings. The study organization chart is shown on Figure 1.

FIGURE 1



Legend

- Contractual Authority-Responsibility
- - - Advisory Relationship

* Membership includes: the L.A. County Board of Supervisors, L.A. County Airport Land Use Commission, the cities of Los Angeles, Inglewood, El Segundo, Hawthorne, Board of Airport Commissioners. Ex-officio members include: Department of Airports General Manager, L.A. County Regional Planning Director, Air Transport Association Regional Director, and the Federal Aviation Administration, Airport Programs Chief.

** Includes the decision making bodies represented on the Steering Committee plus The California Department of Transportation, Civil Aeronautics Board and the Southern California Association of Governments.

The LAX-ANCLUC Study was divided into three phases. Phase I was generally an update of existing data and refinement of the study participation process. The products included an update of airport plans, physical facilities and land use; a review of air space, air traffic control data and future airport usage; and an update on airport access, traffic circulation and parking conditions.

In regards to land use, the products included the preparation of the preliminary study boundaries for the community planning area and an update of existing community area conditions including land use, infra-structure, population and other socio-economic indicators; local plans, environmental planning documents and land use regulations were assembled and reviewed. Noise regulations and policies pertaining to airport operations were discussed; similarly, there was also an inventory and assessment of community planning area financial data and information describing the availability of funding sources for implementation of study recommendations was prepared. Also included as a Phase I task was the preparation of a study participation design including roles and responsibilities, a community participation process and internal coordination procedures.

Completion of the Phase I provided study participants and other interested parties with an understanding of the status of planning at both the Airport and the surrounding communities that assured the subsequent phases of the study could be carried out in an effective comprehensive manner.

II. PHASE TWO SUMMARY

The primary focus during Phase Two was the identification and prioritization of airport/community compatibility issues and the initial assessment of potential mitigation measures. Extensive public participation in the form of community information meetings and workshops were employed. The process of identifying major problems and issues began in mid-1981. Study participants first prepared a listing of potential concerns based upon professional experience and expertise. Utilizing this initial material, staff working sessions were devoted to clarifying the nature of various problems and issues raised, and compiling a revised listing.

In order to obtain initial public comment, an open meeting was conducted on September 2, 1981. The meeting, held in the Westchester Municipal Center, was attended by over 200 community residents, and provided a forum for all who wished to express their concerns and/or offer suggestions. Public comments and suggestions were noted and subsequently added to the preliminary listing of potential problems and issues.

Based upon preliminary staff work and public comment, a draft Problems and Issues paper was prepared. The paper identifies six major areas of concern, including Aircraft Noise; Incompatible Land Use; Public Health and Safety; Fiscal, Legal and Political Constraints; Distribution of Costs and Benefits; and Ground Access. Within each general area of concern, specific problems and issues are listed. "Problems" were defined as adverse situations or conditions which must be resolved. The term "issue" refers to a dispute among varying interests as to the nature of a problem and/or the means by which it might best be addressed.

The draft Problems and Issues paper was next submitted to the ANCLUC Steering Committee for review and comment. In response to Committee recommendations, the draft paper was revised and released for a second, and more intensive round of public review.

Subsequently, three public workshops were conducted during December 1981 and January 1982. The first was held on December 10th, in conjunction with a joint meeting of the Los Angeles Citywide and Areawide Airport Advisory Committees. The second and third workshops were conducted on January 11th and 12th, and were held in the Inglewood City Hall and the Westchester Municipal Center respectively. Each workshop was designed to achieve three primary objectives:

- o To inform members of the community as to the objectives and status of the LAX-ANCLUC Study.
- o To obtain public assistance in describing specific compatibility problems and in prioritizing issues to be addressed in the ANCLUC Study.
- o To create expectations for greater airport/community compatibility.

In terms of format, the public workshops relied upon small group discussion techniques. Following brief opening remarks, workshop participants were divided into small discussion groups, typically ranging from 8 to 15 persons. ANCLUC staff worked with each citizens group, serving as discussion facilitators. The draft Problems and Issues paper was used to guide group dialogue, although participants were encouraged to raise and discuss additional concerns which had not been previously identified.

Approximately one hundred persons attended the three workshops. While persons living throughout, and even outside the study area attended, the Playa del Rey, Westchester and north Inglewood areas were best represented.

The issue identification process resulted in the definition of 36 specific issues. This number was synthesized to 27 on the basis of the issues relationship to the goals of this study. For example, issues related to criminal activity and health problems were not considered within the scope of this study and deferred for future assessment.

The remaining contents of the Phase Two report included an analysis of updated air traffic forecasts, an evaluation of airfield capacity and requirements, an analysis of airspace and air traffic control procedures, a preliminary assessment of community planning and a refinement of the community planning area boundaries.

III. PHASE THREE SUMMARY

The Phase Three Report consists of three separate volumes. This Volume One summarizes the LAX-ANCLUC Study progress and presents the recommended FAR Part 150 Noise Compatibility Program and its supporting documentation.

Volume Two of the Phase Three Report contains the technical analysis of land use alternatives and airport operation strategies. The first section of this volume focuses on the development and analysis of the land use alternatives. The noise compatibility problem is described, incompatible land use and impact zones are defined, a historical perspective of the compatibility conflict is included as well. Potential opportunities for land use change based on development trends and public policy are identified. The report culminates with the presentation of land use conflict mitigation alternatives which are based on two primary alternatives; land use regulation/administration and Insulation/Shielding.

Volume Three is a compendium of technical reports prepared to assess single event type noise impacts and noise administration procedures identified as areas of concern during the public issue identification process. The following reports are included:

- o an assessment of the airport noise regulation with the associated variance process
- o an analysis of the proposed access regulation with a presentation of alternative techniques
- o an assessment of premature turns and drifts overflying adjacent communities
- o a discussion of current and proposed helicopter activity with potential control strategies
- o analysis of Imperial Terminal operations
- o a description of auxilliary power unit utilization including a discussion of technological innovations
- o an assessment of nighttime engine runup practices
- o a discussion of the airport northside development project

The technical reports included conclusions and recommendations identifying potential actions which could reduce or eliminate these sources of noise impact. The recommendations have been incorporated into the Noise Compatibility Program.

SECTION TWO

FAR PART 150 NOISE COMPATIBILITY PROGRAM

I. CONSULTATION PROCESS AND RESULTS

A. Description of Consultation

The successful completion of the LAX-ANCLUC has from the outset been predicated upon a continuous consultation process. Study participants considered the study process equally if not more important than the study product. The dialogue established between the aviation industry and local jurisdictions was initiated early in the study and has led to enhanced understanding and cooperation.

The study participants representing the aviation industry included the Federal Aviation Administration (FAA), Los Angeles Department of Airports (DOA), Air Transport Association (ATA), Airline Pilots Association (ALPA), California Department of Transportation (CALTRANS)-Division of Aeronautics, Civil Aeronautics Board (CAB) and the Southern California Association of Governments (SCAG). This group formed the Airport Operations Technical Committee.

Agencies representing the land use decision making authority in communities surrounding LAX which were located within the 1979 65-CNEL contour formed the Land Use Technical Committee. These communities included the Cities of Los Angeles, Inglewood, El Segundo and Hawthorne, while the County of Los Angeles represented the unincorporated areas of Lennox and Del Aire.

These technical committees met independently to discuss relevant study issues but members from the other committee were allowed to attend and offer input to the discussion. It became apparent that many of the potential solutions to the noise compatibility issue would require political decisions and agreements. Therefore, the Steering Committee was formed and comprised of elected or appointed officials from all jurisdictions and agencies who would be involved in the implementation of the actions recommended to improve airport/community compatibility. An independent coordinator was selected to facilitate the review of technical committee products and moderate discussion of unresolved issues.

The Steering Committee met intermittently and both technical committees held meetings monthly. All Steering Committee meetings were advertised in local newspapers and the public was invited to attend. To alleviate duplication of effort, the two technical committees ultimately coalesced to form the Joint Technical Committee (JTC). The JTC began to meet as often as bi-monthly with many issue specific sub-committees formed on an as needed basis.

B. Public Participation Opportunities

The periodic meetings of the Steering Committee represented a regular opportunity for public comment. In addition, existing community participation groups such as the Citywide and Area-wide Airport Advisory committees were briefed at regular intervals. The Advisory committees meet at night providing input opportunities to concerned individuals working during the day.

The Issue Identification Process employed during Phase Two provided numerous opportunities for public input to the study process. Information meetings and public workshops were held to maximize these opportunities. Tasks 2.07/2.08 and 2.11/2.13 of the Phase Two Report describe this process and the dispensation of these comments in detail. The public participation during Phase Two was invaluable in focusing the technical committees activities during the definition of alternative mitigation actions.

C. Local Jurisdiction and Agency Consultation

All affected local jurisdictions and agencies involved in the Airport/Community Compatibility process participated directly in the study from the outset, therefore continuous consultation occurred. The Steering Committee provided an essential information conduit for keeping the various local decision making authorities abreast of study progress.

D. Consultation with the Aviation Industry

The aviation industry was well represented on the Technical Committee and those representatives participated directly in all aspects of the study process.

E. Disposition of Comments and Materials

Community involvement in the Issue Identification Process was invaluable in directing a comprehensive study of this nature. This input is summarized in depth in the LAX-ANCLUC Phase Two Report. The airport operator has responded to many of these comments by further defining or establishing policies governing various aspects of airport operations including the following:

- o Helicopter Operating Policy
- o Imperial Terminal Operating Policy
- o Accelerated Phase Out of FAR Part 36-Stage II Aircraft

In addition to the items stated above, valuable information regarding the effectiveness of previous acoustical insulation programs was gathered by interviewing residents and neighbors residing in nearby uninsulated homes for comparative purposes. Single event and/or ground noise impacts identified were reviewed and analyzed in series of technical reports. These technical reports are compiled in Volume III of the Phase Three Report.

The ATA actively participated on the technical committees as the representative of the major air carriers. Primary concerns and comments centered around safety, airfield and air traffic delays and airport capacity. For example, the ATA responded early in the study regarding potential utilization of a two segment approach for easterly arrivals. Due to this response, further consideration of this technique was precluded due to safety and fuel conservation constraints.

The runway utilization pattern incorporated into the Noise Compatibility Program was developed specifically to maximize airfield capacity and minimize airfield and airspace delays. ATA and ALPA both expressed concern over the recommended expansion of the over ocean operating procedure. ALPA would like operational minimums for this procedure regarding visibility, tailwinds and runway conditions tightened prior to any expansion. FAA approval of this item will probably be recommended for deferral until a committee can be established to examine the practicality of these minimums and the associated potential noise and operational implications. The "Black Star" assigned to LAX by ALPA due to the over ocean procedure may eventually be removed as a result of this effort.

F. Airport/Community Compatibility Forum

The continuous consultation process used during the LAX-ANCLUC Study is considered an essential component of the LAX-FAR Part 150 Noise Compatibility Program. The proposed Airport/Community Compatibility Forum would provide continuity between the study and the implementation of the recommended actions. This forum would act on all recommended actions deferred on the basis of requiring additional information and would monitor the implementation and effectiveness of the approved short range actions. The Forum would also provide an opportunity for periodic public participation.

Funding for the Forum has been requested as part of the Initial Noise Compatibility Program. The cooperation and understanding developed and nurtured during the LAX-ANCLUC Study will be continued and enhanced by the proposed Forum.

Proposed membership on the Forum would include the following organizations:

L.A. County Airport Land Use Commission
Board of Airport Commissioners
City of El Segundo
City of Hawthorne
City of Inglewood
City of Los Angeles
County of Los Angeles

Ex-officio members may include:

Airline Pilots Association
Air Transport Association
Federal Aviation Administration
California Department of Transportation,
Division of Aeronautics
Southern California Association of Governments

II. ALTERNATIVES EVALUATED

The airfield operational alternatives were evaluated for potential noise reduction benefit and are summarized on Figure 2. The operational alternatives included in the evaluation included modifications to the airfield (i.e. runway extensions), expansion of the current over-ocean operating procedures, shifts in the runway use patterns and increases in the percentage of quieter (FAR Part 36 Stage III) aircraft. The analysis of these operational alternatives both individually and in combination resulted in reduced noise exposure to varying degrees in the study area. The reduction was measured in terms of dwelling units, population, and area impacted within the 65,70 and 75 CNEL contours. A detailed description of each operational alternative is included in Volume II of the Phase Three Report.

Twenty-four alternative operational scenarios were modelled and noise reduction benefits in each jurisdiction was quantified. The most effective and feasible alternatives were selected for further analysis regarding potential costs and delays. Eight alternatives were ultimately evaluated by the FAA Technical Center in Atlantic City, New Jersey. The Technical Center also generated a runway use concept aimed at maximizing safety on departure by minimizing airborne crossovers and to minimize arrival delays by landing the aircraft as close to it's terminal as possible. This runway use pattern was termed the "Natural Split".

The Natural Split provided noise reduction benefits also. This runway use pattern reduced the departure noise impact in Los Angeles without significantly increasing the impact in El Segundo and also conforms with the land use policies of Inglewood and L.A. County by maximizing south runway arrivals where much of the proposed redevelopment to compatible land uses is proposed.

The Computer modelling of the various alternatives indicate that while the size of the noise impact contour is being reduced over time the level of impact reduction measured in number of dwelling units has not kept pace. This is partially due to recent intensification of residential densities in areas adjacent to the airport. Therefore, adjustment of the land use included within the current and projected noise impact contours to control and redirect development became equal to if not more important than operational adjustments in maximizing airport/community compatibility.

Two primary strategies to increase compatibility were utilized in defining the recommended land use actions. These were redevelopment to compatible land uses through rezoning together with land use recycling; and acoustical insulation in stable residential areas. Specific implementation strategies have been devised for each of separate local jurisdictions. A detailed description of the land use alternatives is included in Volume II of the Phase Three Report.

FIGURE 2

**LAX-ANCLUC / FAR PART 150
COMPUTER MODELLED AIRPORT OPERATIONAL ALTERNATIVES**

OPERATIONAL VARIABLES	1987																									
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24		
12 PM - 6:30 AM OVER OCEAN OPERATIONS	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
10 PM - 7 AM OVER OCEAN OPERATIONS	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
24 HOUR OVER OCEAN OPERATIONS / 11 PM - 6:30 AM	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
0.5% EASTERLY DEPARTURES																										
60% REDUCTION IN 10 PM - 7 AM OPERATIONS																										
100% FAR PART 36 STAGE III COMPLIANCE																										
30% STAGE III																										
50/50 DEPARTURES FROM 12 PM - 6:30 AM																										
R25 L/R - R24 L/R (% LANDING / % TAKEOFF)																										
85/85	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
50/50	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
75/50	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
75/75	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
50/75	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
NATURAL SPLIT 67/58 - 33/42																										
RUNWAY CONFIGURATION ALTERNATIVES																										
600 FT LANDING THRESHOLD DISPLACEMENT R25 L/R	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
2600 FT LANDING THRESHOLD DISPLACEMENT R25 L/R	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
2000 FT WEST EXTENSION R26 L/R																										
2000 FT TAKEOFF THRESHOLD RELOCATION R25 L/R	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
2600 FT TAKEOFF THRESHOLD RELOCATION R25 L/R	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
4500 FT LANDING THRESHOLD DISPLACEMENT R25 L/R																										
4400 FT TAKEOFF THRESHOLD DISPLACEMENT R25 L/R	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
5000 FT LANDING THRESHOLD DISPLACEMENT R25 L/R	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
4400 FT TAKEOFF THRESHOLD DISPLACEMENT R25 L/R	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
1900 FT WEST EXTENSION R24 L/R																										
1900 FT TAKEOFF THRESHOLD DISPLACEMENT R24 L/R	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
1900 FT LANDING THRESHOLD DISPLACEMENT R24 L/R	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
DWELLING UNIT IMPACT WITHIN 65 CMEL (NUMBERS: 00)	266	283	273	290	283	283	237	264	212	219	216	243	178	264	191	176	214	247	183	112	206	231	264	263	256	262
CITY OF LOS ANGELES	98	106	106	105	106	109	93	107	92	107	105	109	88	92	108	101	81	105	86	14	81	99	97	89	89	91
INGLEWOOD	151	44	81	46	84	87	74	67	59	42	72	70	28	89	13	34	49	64	31	64	100	95	89	88	82	87
EL SEGUNDO	50	44	43	43	44	42	35	44	35	36	35	33	35	44	43	35	44	36	29	15	50	16	39	42	42	41
HAWTHORNE	04	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
COUNTY OF LOS ANGELES	67	44	43	46	44	43	35	46	26	31	34	31	26	44	27	26	40	37	27	19	51	48	39	44	43	43

NOTES:
 A. 1982 BASECASE INCLUDES A 32 MAP LEVEL OF OPERATIONS WITH FAR PART 36 COMPLIANCE OF 72% STAGE II AND 3% STAGE III.
 B. 1987 COMPARISON CASE ASSUMES A HIGH LEVEL OF OPERATIONS WITH FAR PART 36 COMPLIANCE OF 100% STAGE II AND 16% STAGE III.
 C. SELECTED BY JOINT TECHNICAL COMMITTEE FOR FURTHER EVALUATION
 D. NUMBERS ROUNDED OFF TO THE NEAREST HUNDRED DWELLING UNITS
 E. INITIAL FAR PART 150 NOISE COMPATIBILITY PROGRAM CONTOUR MAP
 F. BALANCED DEPARTURES FROM 12 PM - 6:30 AM

III. RECOMMENDED NOISE COMPATIBILITY PROGRAM

ON-AIRPORT ACTIONS

A. Airport Noise Monitoring, Management and Coordination

- A.1 Emphasize established noise abatement and enforcement activities as a priority function within the General Manager's office in the Department of Airports, with the Deputy General Manager in charge of Operations designated as responsible for noise reduction programs.

This action consolidates the necessary authority needed by the Department of Airports to effectively participate in the implementation of the long term multi phased program.

Reference: LAX-ANCLUC Phase Two Report: Task 2.07/2.08 page 7/8-3. NCP Attachment No. 1 - Recommendation No. IV-B. NCP Attachment No. 2 - Recommendation No. 18.

- A.2a* Develop computer-based noise performance/management system in the Short Range (1984-86) implementation phase.

The proposed noise performance/management system is an essential tool to monitor the implementation of the NCP. The system as conceived would effectively link all participating jurisdictions into a noise compatibility planning network.

Reference: LAX-ANCLUC Phase Two Report: Task 2.07/2.08, Appendix A, page A-3, Nos. 7 and 16; Task 2.10, page 10-2, No. 11. NCP Attachment No. 1 - Recommendation No. IV-F. NCP Attachment No. 2 - Recommendation No. 1.

- A.2b* Install computer-based noise performance/management system to monitor implementation of the Noise Compatibility Program (NCP) elements and to refine NCP elements as appropriate based on the ongoing monitoring and noise modeling program.

Reference: same as A.2a

*Note: Funding for this item has been requested in the Initial FAR Part 150 grant application.

- A.3* Develop an ongoing airport/community compatibility forum of local elected officials and aviation industry representatives to monitor NCP implementation; encourage coordinated land use planning between communities, Airport Land Use Commission and the Airport; and foster improved communication in the Short Range (1984-86) implementation phase and continuing through the Medium and Long Range phases.

The airport/community compatibility forum will maintain the continuous public consultation process developed during the LAX-ANCLUC Study. NCP actions deferred for implementation until additional information is developed will be coordinated through the forum.

Reference: LAX-ANCLUC Phase Two Report: Task 2.10, page 10-2, No. 11. NCP Attachment No. 1 - Recommendation IV-A. NCP Attachment No. 2 - Recommendation No. 1.

- A.4 Actively pursue amendment of California Title 21 - Airport Noise Standards during the Short Range (1984-86) implementation phase to augment the definition of compatible land use to include the following:

- o Eliminate avigational easement requirement for dwelling units constructed after 1972.
- o Multiple-family, high rise dwelling units from three stories and higher if designed to emphasize interior living and sound-proofed to 45 dBA CNEL within habitable rooms.
- o Noise Compatibility Mitigation Program Compliance Zone areas though individual property owners may voluntarily choose not to participate.

The Los Angeles Board of Airport Commissioners adopted Resolution No. 14341 on June 6, 1984. This resolution will be forwarded to the California Department of Transportation Division of Aeronautics for consideration during the ongoing review and revision process for Title 21. The amended definition of compatible land use removes the need to negotiate controversial avigation easements, improves public acceptance of acoustical insulation and encourages property owner participation. The entire study area would benefit from this amendment.

*Note: Funding for this item has been requested in the Initial FAR Part 150 grant application.

Reference: LAX-ANCLUC Phase Two Report: Task 2.07/2.08. Appendix C, pages C8-C9, No. 14, pages C14-C15 Nos. 5 and 6; Task 2.11/2.13 page 11/13-24. LAX-ANCLUC Phase Three Report, Section One, pages 1-31 through 1-42; Appendix C pages C1-1 through C6-4.

- A.5 The General Manager with the help and cooperation of the Federal Aviation Administration (FAA) develop a report showing how and to what extent ARTS III A data may be used in a program for identifying early turns and drifts, during the Short Range (1984-86) implementation phase.

ARTS III A data could eventually be used as an enforcement and planning tool once linked into the noise performance/management system.

Reference: LAX-ANCLUC Phase Two Report: Task 2.07/2.08, Appendix A page A-2, No. 5, Appendix C page C-3, No. 5; Task 2.11/2.13, page 11/13-3. LAX ANCLUC Phase Three Report, Volume III Chapter IV pages 4-1 through 4-22. NCP Attachment No. 1 - Recommendation IV 1. NCP Attachment No. 2 - Recommendation No. 24.

B. Flight Procedures Changes

- B.1 Request that the FAA extend the Over Ocean Operation procedures in the following increments:

- o 11:00 p.m. to 6:30 a.m. from 12:00 p.m. to 6:30 a.m., an hour increase if compatible with the needs of air traffic control safety during the Short Range (1984-86) implementation phase.
- o Increase the time period to 10:00 p.m. to 7:00 a.m. from 11:00 p.m. to 6:30 a.m. for a total increase of 2.5 hours if the air traffic system safety tolerance is not affected. This action would occur during the Medium Range (1986-90) implementation phase.

Expanding the hours of over ocean operations provides single event and cumulative noise relieve in communities to the east of LAX during the sensitive nighttime hours. The 2.5 hour increase in this operational procedure removes about 1500 dwelling units from the noise contour. Detailed evaluation of the proposed expansion by the FAA and the Compatibility Forum regarding safety, airfield delay, airport capacity and other impacts on the air traffic system plan will be necessary prior to the implementation of this action.

Reference: LAX-ANCLUC Phase One Report: Task 1.01, pages, 1-9. LAX-ANCLUC Phase Two Report: Task 2.03, pages 3-3 through 3-6; Task 2.07/2.08, Appendix A, page A-2, No. 3; Appendix C, page C-2, No. 3; Task 2.11/2.13 page 11/13-11. LAX-ANCLUC Phase Three Report - Volume II, Section Two, Case 1, page 2-17. NCP Attachment No. 1 - Recommendation No. III-A. NCP Attachment No. 1 - Recommendation No. III-A. NCP Attachment No. 2 - Recommendation No. 11.

C. Airport Noise Limits, Use Restrictions, Technological Advances.

- C.1a Maintain existing policy pertaining to SST access prohibition. Pressure to allow SST access to LAX occurs periodically. Maintenance of the existing policy benefits all areas now impacted by airport operation and avoids the probable expansion of the existing impact area that SST operations would create.

Reference: LAX-ANCLUC Phase Two Report: Task 2.07/2.08, Appendix C page C-5; Task 2.11/2.13, page 11/13-22. LAX-ANCLUC Phase Three Report, Volume III Chapter II pages 2-1 through 2-42. NCP Attachment No. 1 - Recommendation No. IV-D. NCP Attachment No. 2 - Recommendation No. 20.

- C.1b Maintain the LAX Noise Regulation modified FAR Part 36 compliance schedule.

The LAX Noise Regulation contains no exemption for twin engines jet aircraft involved in small community service until 1988. This will benefit the entire noise compatibility area by requiring retirement, retro fit or replacement of older DC-9 and B737 aircraft.

Reference: same as C.1a

- C.1c The Los Angeles Board of Airport Commissioners will transmit to the FAA its proposed position on FAR Part 36, Stage III aircraft.

The Los Angeles Board of Airport Commissioners adopted Resolution No. 14342 on June 6, 1984. This resolution will be forwarded to the FAA Western Regional Office.

The BOAC position calls for earliest practical retirement or replacement of Stage II aircraft with the quieter Stage III aircraft. FAR Part 91 contains no compliance schedule for Stage III aircraft and should be modified accordingly. Stage III aircraft are quieter on both arrival and departure to the benefit of the entire noise compatibility area. Congressional legislation will be required to develop the financial enducements needed to encourage the aviation industry to replace Stage II aircraft.

Reference: NCP Attachment No. 1 - Recommendation No. IV-D. NCP Attachment No. 2 - Recommendation No. 20

- C.2 Continue to pursue a policy of accelerating the requirement for installation of fixed ground power and air conditioning units at all aircraft parking locations for fuel conservation and reduced ground noise emissions.

The installation of fixed ground power and air conditioning units reduces the use of an aircrafts onboard auxillary power unit (APU) which are a source of ground noise particularly during periods of light airfield activity. Reduced utilization of APU's is also an effective fuel conservation technique.

Reference: LAX-ANCLUC Phase Two Report: Task 2.07/2.08, Appendix A page A-2, No. 9; Appendix C, page C-4, No. 9; Task 2.11/2.13, page 11/13-17. LAX-ANCLUC Phase Three Report, Volume III, Chapter VII pages 7-1 through 7-21. NCP Attachment No. 1 - Recommendation Nos. IIB and IIIG. NCP Attachment No. 2 - Recommendation Nos. 10 and 17.

- C.3 Maintain preferential runway utilization system with inboard Runways 25R-7L and 24L-6R and Taxiways K and U being preferred during noise sensitive nighttime (10:00 p.m. to 7:00 a.m.) hours.

Maximized use of interior runways and taxiways would benefit the communities adjacent to the airport exposed to ground noise generated by taxiing aircraft.

Reference: LAX-ANCLUC Phase One Report: Task 1.01 page 1-9. LAX-ANCLUC Phase Two Report: Task 2.07/2.08, Appendix A, page A-2, No. 7; Appendix C, page C-4, No. 4; Task 2.11/2.13, page 11/13-15. LAX-ANCLUC Phase Three Report Volume III Chapter VIII. NCP Attachment No. 1 - Recommendation No. III B.

- C.4 Evaluation of strategies to limit nighttime (10:00 p.m. to 7:00 a.m.) operations is contrary to existing legislation and the Board of Airport Commissioners is not able to consider a policy that would place an absolute restriction on operations.

Reference: LAX-ANCLUC Phase Two Report; Task 2.07/2.08, Appendix A, page A-2, No. 6; Appendix C, page C-3; Task 2.11/2.13, page 11/13-15. LAX-ANCLUC Phase Three Report, Volume II, Section II, Case 5 p. 2-21. NCP Attachment No. 1 - Recommendation No. III C. NCP Attachment No. 2 Recommendation No. 13.

- C.5 The Los Angeles Board of Airport Commissioners cannot at this time make a finding that the Imperial Terminal will not be needed in the future, and instead adopt a policy for the Imperial Terminal that would allow continued use without the operation of aircraft engines at the Terminal area.

The Los Angeles Board of Airport Commissioners adopted Resolution No. 14373 on June 13, 1984. This resolution establishes the Imperial Terminal Operating Policy which prohibits aircraft engine use on the ramp and restricts to the degree practical use of auxiliary power units.

Reference: LAX-ANCLUC Phase Two Report: Task 2.07/2.0B, Appendix A, page A-2, No. 10 Appendix C, page C-4, No. 10; Task 2.11/2.13, page 11/13-18. LAX-ANCLUC Phase Three Report, Volume III, Chapter VI, pages 6-1 through 6-41. NCP Attachment No. 1 Recommendation No. III-D. NCP Attachment No. 2 Recommendation No. 14.

- C.6 Increase pilot awareness of Standard Instrument Departure (SID) requirement of not turning prior to the Coastline upon departure from Runways 25 L&R and 24 L&R unless so instructed by air traffic control, as well as increasing acknowledgment of the adverse noise impacts resulting from premature turns and drifts over adjacent residential neighborhoods during the Short Term (1984-86) implementation phase with continuous monitoring and enforcement. Program Element A5 regarding acquisition of ARTS III A data would augment current enforcement capabilities.

Aircraft drift and premature turns are a major source of community complaints. A cooperative effort between the airport, airlines and pilot to heighten awareness of this problem is in progress. Communities adjacent to the departure end of the runways will benefit directly from this measure.

Reference; LAX-ANCLUC Phase Two Report: Task 2.07/2.08, Appendix A, page A-2, No. 5; Appendix C, page C-3, No. 5; Task 2.11/2.13, page 11/13-13. LAX-ANCLUC Phase Three Report, Volume III, Chapter IV, pages 4-1 through 4-22. NCP Attachment No. 1 - Recommendation No. III E. NCP Attachment No. 2 - Recommendation No. 15.

- C.7 Maintain and enforce existing regulation of nighttime engine maintenance runups. Review current regulation to develop strengthened program of enforcement for adoption.

Existing regulations regarding nighttime engine maintenance runups were assessed and found adequate if properly enforced. Sufficient manpower and monitoring sites now exist to enforce this regulation.

Reference: LAX-ANCLUC Phase One Report: Task 1.07, page 7-1, No. 1; page 7-3, No. 11. LAX-ANCLUC Phase Two Report; Task 2.07/2.08, Appendix A, page A-2, No. 8; Appendix C, page C-4, No. 8; Task 2.11/2.13 page 11/13-16. LAX-ANCLUC Phase Three Report, Volume III, Chapter VIII, page 8-1 through 8-29. NCP Attachment No. 1 - Recommendation No. III-F. NCP Attachment No. 2 - Recommendation No. 16.

- C.8 Adopt a helicopter noise abatement policy establishing FAA approved approach and departure routes, minimum approach and departure altitudes and other measures as are necessary to mitigate potential noise impacts associated with scheduled helicopter operations.

The Los Angeles Board of Airport Commissioners adopted Resolution No. 13942 on October 5, 1983. This policy establishes to the extent of the Board's authority provisions governing the operation of scheduled helicopters arriving and departing LAX.

Reference: LAX-ANCLUC Phase Two Report: Task 2.07/2.08; Appendix C, page C-5, No. B1; Task 2.11/2.13, page 11/13-19. LAX-ANCLUC Phase Three Report, Volume III, Chapter V, pages 5-1 through 5-34. Los Angeles Board of Airport Commissioners Resolution No. 13942.

- C.9 The Department of Airports continue to pursue the development of a capacity control regulation.

The capacity control regulation is needed to manage the growth of operations as the 40 MAP limitation is approached. This regulation would either control operations directly or indirectly through associated environmental impacts. This type of regulatory approach would benefit the entire noise compatibility area.

Reference: LAX-ANCLUC Phase Three Report, Volume III, Chapter III, pages 3-1 through 3-16. NCP Attachment No. 1 - Recommendation No. IVG. NCP Attachment No. 2 - Recommendation 22.

D. Capital Improvement Projects

- D.1* Prepare a detailed evaluation of the noise reduction benefits produced by a 2000-foot westerly extension of the Runways 25/7 L&R together with a 2600-foot take-off threshold displacement of 4600. Reverse thrust noise impact will be emphasized. Engineering feasibility and environmental assessment studies will also be included during the Short Range (1984-86) implementation phase.

The extension of the south runway complex and accompanying threshold relocations could remove about 4200 dwelling units from the 65 CNEL noise contour. Rough estimates indicate a total project cost of \$25-\$35 million. Prior to such an expenditure the cost/benefit must be established. The effect of this extension on the Airport Layout Plan and airfield delays must also be considered.

*Note: Funding for this item has been requested in the Initial FAR Part 150 grant application.

Reference: LAX-ANCLUC Phase Two Report: Task 2.07/2.08 Appendix A, page A-3, No. 5; Appendix C, page C-7, No. 5; Task 2.11/2.13 page 11/13-9, b. LAX-ANCLUC Phase Three Report Volume II, Section II: Case No. 7, page 2-23; Case No. 8, page 2-24; Case No. 9, page 2-25; Case No. 10 page 2-26; Case No. 11, page 2-27; Case No. 12, page 2-28; Case No. 14, page 2-30; Case No. 15; page 2-31; Case No. 16, page 2-32; Case No. 17, page 2-33. NCP Attachment No. 1 - Recommendation No. II-A. NCP Attachment No. 2 - Recommendation No. 3.

OFF-AIRPORT ACTIONS

E. Residential Acoustical Insulation

- E.1a* Undertake initial acoustical insulation program using representative housing sample in terms of both construction type and predominant noise exposure within the projected 1987-CNEL contour set, during the Short Range (1984-86) implementation phase and monitor effectiveness.

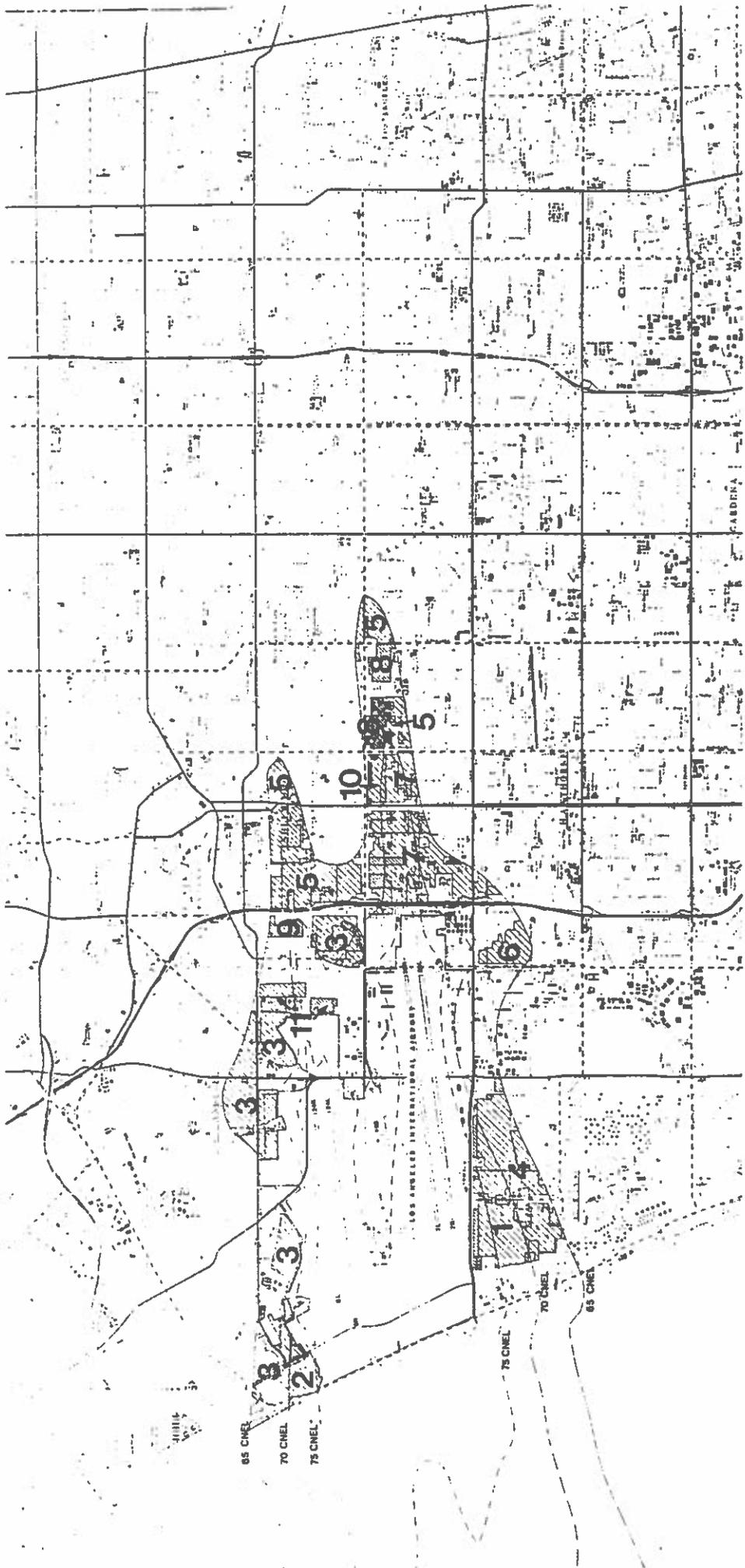
Mitigation of sideline and takeoff noise impacts in the communities of El Segundo and Westchester is a key objective of the initial FAR Part 150 Noise Compatibility Program for LAX. Because these communities are comprised of sound, high quality residential neighborhoods, land use conversion is not considered a viable option. Instead, it is recommended that an acoustical insulation program be implemented, with first priority funding directed into those neighborhoods most heavily noise impacted (70 CNEL+). Fully implemented, this program will encompass over 4,200 dwelling units, and achieve a 16% reduction in the total number of incompatible residential units within the projected airport noise impact area. (Areas 1 & 2 on Figure 3)

Reference: LAX-ANCLUC Phase II Report, Task 2.05, pages 5-62 and 5-63; Task 2.07/2.08, Appendix A, page A-4; Appendix C, page C-15; Task 2.10, page 10-2; Task 2.11/2.13, page 11/13-23. Phase III Report, Volume II, pages 1-28 and 1-29; Appendix A: Wyle Research Report, WR 83-23: NCP Attachment No. 1 - Recommendation No. 1.A. NCP Attachment No. 2 Recommendation No. 4.

- E.1b* Expand voluntary residential acoustical insulation program to Los Angeles City and El Segundo neighborhoods exposed to CNEL levels of 70 dBA or greater during the remainder of the Short Range (1984-86) implementation phase.

Reference: same as E.1a

*Note: To be funded as a portion of the initial FAR Part 150 grant application.



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CNEL NOISE CONTOURS vs. Los Angeles International Airport ANCLUC Study

DWELLING UNIT DENSITY

CASE 111307 Stage 11 Capacity 11,572 South Runway
 Runway Length 10,999' 567' South Runway
 Proposed 12,000' Capacity 12,300 p630

FAR PART 150
INITIAL NOISE COMPATIBILITY PROGRAM
CONTOUR MAP

Legend

CNEL Contours Residential Density

DWELLING UNITS PER ACRE

1500	[Hatched Pattern]	20-30
700	[Hatched Pattern]	10-20
500	[Hatched Pattern]	5-10

Scale

Figure 3 Noise Compatibility Action Area Map

- E.1c Expand voluntary residential acoustical insulation program to neighborhoods within the projected target CNEL levels of 65 dBA in the cities of Los Angeles, El Segundo, Inglewood, and unincorporated Los Angeles County areas of Del Aire and Lennox during the remainder of the Medium Range (1986-90) implementation phase and the Long Range (1990+) as necessary.

An expanded acoustical insulation program in sound residential neighborhoods located within the 65 to 70 CNEL contour is recommended as the only off airport noise mitigation alternative. This program will involve both voluntary insulation of existing units, and mandatory insulation of proposed new residential units as a condition of development. Since nearly 13,000 dwelling units fall within this noise impact area, the recommended program will necessarily involve a long term, phased implementation effort. (Areas 3, 4, 5 & 6 on Figure 3)

Reference: same as E.1a

F. Actions and Projects to Reduce Incompatible Land Use

- F.1* Redevelopment by the City of Inglewood in the Century and La Cienega Redevelopment districts to airport compatible land uses. Action to commence during the Short Range (1984-1986) implementation phase and continue until completed.

The recommended program is intended to support and accelerate efforts by the City of Inglewood to recycle portions of the La Cienega and Century Redevelopment Districts to airport compatible land uses. Once implemented, nearly 2540 dwelling units will be removed from the projected airport noise impact area. (Areas 8 & 9 on Figure 3)

Reference: LAX-ANCLUC One Report: Task 1.05, pages 5-7 through 5-9. LAX-ANCLUC Phase Two Report: Task 2.07/2.08, Appendix A, page A-4; Appendix C, pages C-12 through C-14; Task 2.10, pages 10-1 and 10-2; Task 2.11/2.13, pages 11/13-4 and 11/13-23: LAX-ANCLUC Phase Three Report, Volume II, Section One, pages 1-16, 1-17, 1-20, and 1-24 through 1-27: NCP Attachment One - Recommendation Nos. 1-B and 1-C. NCP Attachment No. Two - Recommendation No. 4. City of Inglewood, Century Redevelopment District Plan and La Cienega Redevelopment District Plan.

- F. 2 Rezoning actions by the City of Inglewood in specific areas to foster development of airport compatible uses and to preclude the development of new noise sensitive land uses within the established noise impact area. This action would occur during the Short Range (1984-86) implementation phase.

*Note: To be funded as a portion of the initial FAR Part 150 grant application.

Rezoning of selected noise impacted neighborhoods within the City of Inglewood is recommended as a means of encouraging land use conversion to airport compatible land uses. In addition to those units slated for public redevelopment, another 440 residences lie within the area to be rezoned for commercial and industrial use. (Areas 9 & 10 on Figure 3)

Reference: same as F.1

- F.3a* Development and adoption of a Revitalization Strategy and Implementation Program by Los Angeles County for the unincorporated Los Angeles County Lennox area to encourage development of airport compatible land uses during the Short Range (1984-86) implementation phase.

The unincorporated community of Lennox lies at the threshold of the south runway complex. In addition to the noise impacts associated with continuous low altitude overflights of landing jet aircraft, the community also suffers from over crowded housing and deteriorating physical conditions. As a result, it is recommended that a comprehensive revitalization strategy be formulated, embodied in the County's general plan for the community and implemented through specific rezoning, rehabilitation, and redevelopment programs. The Lennox community encompasses approximately 5,700 dwelling units, of which nearly 3,900 fall within the projected 65 CNEL noise contour. (Area 7 on Figure 3)

Reference: LAX-ANCLUC Phase One Report: Task 1.05, pages 5-13 and 5-14. LAX-ANCLUC Phase Two Report: Task 2.07/2.08; Appendix A, pages A-4 and A-5; Appendix C, pages C-11 through C-14; Task 2.10, pages 10-1 and 10-2; Task 2.11/2.13, pages 11/13-4, 11/13-23 and 11/13-24. LAX-ANCLUC Phase Three Report, Volume II, Section One, pages 1-14, 1-15, 1-20 and 1-24 through 1-27: NCP Attachment No. 1 - Recommendation No. 1-D. NCP Attachment No. 2 - Recommendation No. 4. Los Angeles County General Plan, page VIII-44, recommendation No. III-6. Los Angeles County Dept. of Regional Planning, Preliminary Lennox Revitalization Program Budget Estimate.

- F.3b Amendment of the Countywide General Plan by Los Angeles County to reflect the Lennox Revitalization Strategy and initiate implementation programs during the Medium Range (1986-90) implementation phase with continued implementation during the Long Range (1990+) implementation phase as necessary.

Reference: same as F.3a

*Note: To be funded as a portion of the initial FAR Part 150 grant application.

- F.3c Initiation of rezoning actions by the County of Los Angeles as necessary, to support the Lennox Revitalization Strategy and Implementation Program.

Reference: same as F.3a except NCP Attachment No. 1 - Recommendation No. 1-E.

- F.4a Preparation and adoption by the City of Los Angeles of amendments to the Westchester/Playa del Rey District Plan as necessary to foster development of airport compatible uses in areas adjacent to the north runway threshold during the Short Range (1984-86) implementation phase.

The Westchester/Playa del Rey District Plan was prepared and adopted by the City of Los Angeles in the early 1970s. The plan sets forth various policies intended to foster compatible land use patterns adjacent to the airport's north runway complex. One area designated for future industrial use presently encompasses over 1,500 residential units, and is primarily impacted by noise levels of 70 CNEL or greater. It is recommended that the District Plan be reassessed based upon current conditions, and that policies to foster airport compatible land use patterns be reaffirmed and implemented. (Area 11 on Figure 3)

Reference: LAX-ANCLUC Phase One Report: Task 1.05, pages 5-9 and 5-10. LAX-ANCLUC Phase Two Report: Task 2.07/2.08, Appendix A, pages A-4 and A-5; Appendix C, pages C-11 through C-14; Task 2.10, pages 10-1 and 10-2; Task 2.11/2.13, pages 11/13-4, 11/13-23 and 11/13-24. LAX-ANCLUC Phase Three Report: Volume II, Section One pages 1-17 through 1-21 and 1-24 through 1-27; Volume III, Chapter IX, pages 9-1 through 9-12. Los Angeles City, Westchester/Playa del Rey District Plan: NCP Attachment No. 1 - Recommendation Nos. 1-F and 1-G.

- F.4b Initiation of rezoning actions by the City of Los Angeles as necessary to support the District Plan amendments in fostering airport compatible uses in areas adjacent to the north runway thresholds during the Medium Range (1986-90) implementation phase.

Reference: same as F.4a

- F.5 Develop and adopt local plans and ordinances as necessary to regulate the establishment and operation of new helicopter landing facilities within the cities of Los Angeles, El Segundo, Inglewood and Los Angeles County, during the Short Range (1984-86) implementation phase with ongoing monitoring and implementation.

The issue of helicopter noise was raised by a number of community residents early in the ANCLUC Study. Further analysis revealed that a substantial portion of local helicopter activity was associated with off airport helistops located in communities both north and south of LAX. It was therefore recommended that local communities take the lead in establishing programs to mitigate possible adverse impacts associated with new helicopter landing facilities.

Reference: LAX-ANCLUC Phase Two Report: Task 2.07/2.08, Appendix C, page C-5; Task 2.11/2.13, pages 11/13-4 and 11/13-19; LAX-ANCLUC Phase Three Report, Volume III, Chapter V pages 5-1 through 5-34. NCP Attachment No. 1 - Recommendation No. 1-I. Los Angeles County Airport Land Use Commission, Draft Review Guidelines for Helicopter Landing Facilities.

- F.6 Adoption of a comprehensive Airport Land Use Compatibility Plan for LAX and environs reflecting the provisions of the FAR Part 150 action program by Los Angeles County Regional Planning Commission acting as the Airport Land Use Commission as mandated by Assembly Bill No. 2920 and codified as Chapter 1041 during the Short Range (1984-86) implementation phase.

The Los Angeles County Airport Land Use Commission is required by the California State Public Utilities Code to prepare and adopt a land use compatibility plan for the environs of each public use airport within its jurisdiction. The intent of the plan is to foster airport compatible land use patterns in areas not already committed to incompatible use, and to discourage development of new incompatible land uses.

Reference: LAX-ANCLUC Phase One Report: Task 1.06, page 6-58. LAX-ANCLUC Phase Two Report: Task 2.05, pages 5-48 through 5-61; Task 2.06, pages 6-4 and 6-5; Task 2.11/2.13, pages 11/13-23 and 11/13-24. LAX-ANCLUC Phase Three Report, Volume II, Section One, pages 1-37 and 1-38. NCP Attachment No. 1 - Recommendation No. 1-H. Los Angeles County Dept. of Regional Planning, Preliminary ALUC Budget Estimate.

- F.7* Evaluate and construct sound attenuation barriers in appropriate locations adjacent to residential areas within the City of El Segundo. The evaluation would occur during the Short Range (1984-86) implementation phase with construction to occur during the remainder of that phase and into the Medium Range (1986-90) implementation phase as necessary.

*Note: To be funded as a portion of the initial FAR Part 150 grant application

Due to local topographic characteristics, there may exist an opportunity to mitigate the impact of airport noise on neighborhoods within the City of El Segundo through the construction of noise barriers.

Reference: LAX-ANCLUC Phase Two Report: Task 2.05, pages 5-6, 5-25 and 5-26; Task 2.11/2.13, page 11/13-23. LAX-ANCLUC Phase Three Report, Volume II Section One, pages 1-29 and 1-30; Appendix B. NCP Attachment No. 1 - Recommendation No. II-C. NCP Attachment No. 2 - Recommendation No. 2.

G. Noise Compatibility Program Implementation and Funding

G.1a The Airport Commission will provide the local share of the grant application for initial implementation funds for specific noise compatibility program elements as indicated, if the local jurisdictions will agree to reimburse the Department of Airports, at the time more permanent local share provisions are arranged.

Reference: NCP Attachment No. 2 - Recommendation No. 6

G.1b Evaluate legality and feasibility of amending Federal Law to allow the airport proprietor to implement a passenger facility charge which as a condition must have FAA and Congressional approval during the Short Range (1984-86) implementation phase to provide for the local share of noise compatibility program implementation funding.

Reference: NCP Attachment No. 1 - Recommendation No. IV-E. NCP Attachment No. 2 - Recommendation No. 5(1).

G.1c Implement passenger facility charge during the Short Range (1984-86).

Reference: same as G.1b

*Note: To be funded as a portion of the initial FAR Part 150 grant application.

G.1d Evaluate legality and feasibility of additional NCP implementation funding sources including the following to provide the local share of noise compatibility program funding:

- o Amendment of the AIP Program through Federal legislation to provide 100 percent financing for approved noise compatibility program elements.
- o Conversion of a portion of the 8 percent ticket tax to a levy permitting its applicability as a debt service fund enabling the issuance of special bonds for the specific purpose of implementing an approved element of the noise compatibility program.
- o Application of "In-kind Services" by local authorities.
- o Provision of the local share should be by the local agency having jurisdiction.

Reference: NCP Attachment No. 2 - Recommendation No. 5 (2-5).

G.1e The Department of Airports negotiate a contract with its Financial Consultant to provide an additional review of the possibilities existing for other alternative financing methods, that might be used to accomplish the off-airport redevelopment and insulation actions included in the noise compatibility program.

Reference: NCP Attachment No. 2 - Recommendation No. 9.

G.1f The Airport Commissioners affirm that in making the FAR Part 150 grant application for initial implementation funds for a specific noise compatibility program elements as indicated, they do not intend to make further commitments to the programs until the first phases under the initial grant have been completed and feasibility agreed upon. Further, appropriate funding mechanisms must be in place or properly authorized, in order that all concerned may understand how any future elements of the program may be adequately financed. It must be further understood that the Federal Aviation Administration agrees to and supports all elements of the Noise Compatibility Program as being an appropriate element of a Part 150 Program and eligible for the full support of that agency.

Reference: NCP Attachment No. 2 Recommendation No. 7

FAR PART 150 NCP ATTACHMENTS

Adopted by ANCLUC
Steering Committee-
5/17/84.

LAX NOISE CONTROL/MITIGATION PROGRAM

ACTION AREA	Short Range (1984-86)	TIME FRAME Medium Range (1986-90)	Long Range (1990 plus)
<p>I. LAND USE: A. Insulation</p>	<p>Undertake validation of acoustical insulation program estimates using representative housing types in the projected "target" 65 CNEL. (DOA)*</p> <p>Once validated, establish eligibility for residential-acoustical insulation program in Los Angeles City and El Segundo neighborhoods exposed to CNEL levels of 70 dBA or greater in accordance with FAR Part 150 requirements. (Exhibit A-Areas 1&2) (LA/ES)</p>	<p>Expand program eligibility to neighborhoods within the 65 CNEL in the City of Los Angeles, El Segundo, Inglewood, Del Aire and portions of Lennox (Exhibit A-Areas 3, 4, 5, 6, 7) (LA/ES/ING/RPC)**</p>	<p>Continue acoustical insulation program in all areas (LA/ES/ING/RPC)</p>
<p>B. Redevelopment/ Inglewood</p>	<p>Redevelop the Lockhaven and La Cienega Districts to airport compatible land uses. (Exhibit A, Areas 8 and 9) (ING)</p>	<p>Continue Redevelopment within the Lockhaven and La Cienega Districts. (ING)</p>	<p>Continue redevelopment within the Lockhaven and La Cienega Districts, and initiate redevelopment south of Century Blvd. (Exhibit A, Area 10) (ING)</p>

*DOA= Los Angeles Department of Airports

**LA= City of Los Angeles, ES= El Segundo, ING= Inglewood, RPC= Los Angeles County Regional Planning Commission

Adopted by ANCLUC
Steering Committee-
5/17/84.

LAX NOISE CONTROL/MITIGATION PROGRAM

ACTION AREA	Short Range (1984-86)	TIME FRAME Medium Range (1986-90)	Long Range (1990 plus)
<p>I. LAND USE: A. Insulation</p>	<p>Undertake validation of acoustical insulation program estimates using representative housing types in the projected "target" 65 CNEL. (DOA)*</p> <p>Once validated, establish eligibility for residential-acoustical insulation program in Los Angeles City and El Segundo neighborhoods exposed to CNEL levels of 70 dBA or greater in accordance with FAR Part 150 requirements. (Exhibit A-Areas 1&2) (LA/ES)</p>	<p>Expand program eligibility to neighborhoods within the 65 CNEL in the City of Los Angeles, El Segundo, Inglewood, Del Aire and portions of Lennox (Exhibit A-Areas 3, 4, 5, 6, 7) (LA/ES/ING/RPC)**</p>	<p>Continue acoustical insulation program in all areas (LA/ES/ING/RPC)</p>
<p>B. Redevelopment/ Inglewood</p>	<p>Redevelop the Lockhaven and La Cienega Districts to airport compatible land uses. (Exhibit A, Areas 8 and 9) (ING)</p>	<p>Continue Redevelopment within the Lockhaven and La Cienega Districts. (ING)</p>	<p>Continue redevelopment within the Lockhaven and La Cienega Districts, and initiate redevelopment south of Century Blvd. (Exhibit A, Area 10) (ING)</p>

*DOA= Los Angeles Department of Airports

**LA= City of Los Angeles, ES= El Segundo, ING= Inglewood, RPC= Los Angeles County Regional Planning Commission

LAX NOISE CONTROL/MITIGATION PROGRAM

ACTION AREA	Short Range (1984-86)	TIME FRAME	Long Range (1990 plus)
C. Rezoning/ Inglewood	Rezone areas within the City of Inglewood to foster development of airport compatible uses, and preclude development of new noise sensitive land uses. (Exhibit A, Areas 9 and 10) (ING)	Medium Range (1986-90)	
D. Lennox Revitalization	Prepare and adopt a Revitalization Strategy and implement a program to encourage development of airport compatible land uses in the unincorporated community of Lennox. (Exhibit A, Area 7) (RPC)	Amend the Countywide General Plan to reflect the Lennox Revitalization Strategy, and initiate implementation programs. (RPC)	Continued implementation of Lennox Revitalization Program. (RPC)
E. Lennox/Rezoning	Adopt an ordinance precluding development of new incompatible residential uses within Lennox. (Exhibit A, area 7) (RPC)	Identify and initiate rezoning actions necessary to support Lennox Revitalization Strategy and Implementation Program. (RPC)	Continue rezoning activity as necessary to support Lennox Revitalization Strategy and Implementation Program. (RPC)

LAX NOISE CONTROL/MITIGATION PROGRAM

ACTION AREA	Short Range (1984-85)	TIME FRAME	Long Range (1990 plus)
F. Los Angeles City/Community Planning	Prepare and adopt amendments to the Westchester/Playa Del Rey District Plan as necessary to foster development of airport compatible uses in areas adjacent to the north runway threshold. (See Exhibit A, area 11) (LA)		
G Rezoning/ Los Angeles City		Initiate rezoning actions necessary to foster airport compatible uses in areas adjacent to the north runway thresholds. (LA)	
H. ALUC Plan	Adopt an ALUC Airport Land Use Compatibility Plan for LAX and environs reflecting the provisions of the Part 150 Plan. (RPC)	Ongoing monitoring and implementation. (RPC/LA/ING/ES)	Ongoing monitoring and implementation. (RPC/LA/ING/ES)
I. Community Helicopter Policy	Develop and adopt local plans and ordinances as necessary to regulate the establishment and operation of new helicopter landing facilities. (RPC/LA/ING/ES)	Ongoing monitoring and implementation.	Ongoing monitoring and implementation.

LAX NOISE CONTROL/MITIGATION PROGRAM

ACTION AREA	Short Range (1984-86)	TIME FRAME Medium Range (1986-90)	Long Range (1990 plus)
<p>II CONSTRUCTION/ CAPITAL IMPROVE- MENT:</p> <p>A. Southern Run- way Complex 25/7</p>	<p>Prepare detailed evaluation of noise reduction benefits of a 2000 foot westerly extension of the south runways (emphasis on reverse thrust noise impacts), including the necessary environmental assessment and engineering feasibility studies. (DOA/FAA/ATA)*</p>	<p>If feasible and effective, extend south runway complex 2000 feet westerly and relocate landing and takeoff thresholds accordingly. (DOA/FAA)</p>	
<p>B. APUs</p>	<p>Pursue acquisition of fixed or portable ground power and air systems, for fuel savings and ground noise reductions. (DOA/ATA)</p>		
<p>C. Noise Barriers</p>	<p>Evaluate noise reduction benefits and associated costs of sound barriers adjacent to residential neighborhoods in El Segundo immediately south of Imperial Highway. (DOA/ES)</p>	<p>If such evaluation is positive, the BOAC, in cooperation with El Segundo, will seek funds to construct barriers adjacent to Imperial Highway. (DOA/ES)</p>	

*FAA= Federal Aviation Administration, ATA= Air Transport Association

**See note on page 10.

LAX NOISE CONTROL/MITIGATION PROGRAM

ACTION AREA	Short Range (1984-86)	TIME FRAME Medium Range (1986-90)	Long Range (1990 plus)
<p>III. OPERATIONS:</p> <p>A. Over Ocean Operations</p>	<p>Extend hours in which over ocean operations are in effect to 11:00 PM to 6:30 AM and monitor to measure affect on system performance. (FAA/DOA/ATA)</p>	<p>Extend the hours in which over ocean operations are in effect to 10:00 PM to 7:00 AM if system tolerance proves adequate. (FAA/DOA/ATA)</p>	
<p>B. Runway Utilization/Sensitive Hours</p>	<p>Maintain preferential use of interior runways and taxiways during noise sensitive hours (10PM-7AM) (DOA/FAA)</p>		
<p>C. Nighttime (10PM-7AM) Operations</p>	<p>Evaluate the noise reduction benefits of limiting nighttime operations at LAX. (DOA)</p>	<p>If feasible and effective, implement limitations on aircraft operations during sensitive nighttime hours. (DOA/ATA/FAA)</p>	
<p>D. Imperial Terminal</p>	<p>As all carriers currently assigned phase out, preclude any new or additional aircraft operations. Discontinue aircraft operations at Imperial Terminal as soon as feasible, i.e., by January 1, 1986.</p>	<p>(No further action required.)</p>	

LAX NOISE CONTROL/MITIGATION PROGRAM

ACTION AREA	Short Range (1984-86)	TIME FRAME Medium Range (1986-90)	Long Range (1990 plus)
E. Premature Turns/Drifts	Increase pilot awareness of the SID requirements and the adverse noise impacts resulting from premature turns/drifts over residential neighborhoods. (DOA/FAA/ATA)	Ongoing monitoring and enforcement. (DOA/FAA/ATA)	Ongoing monitoring and enforcement. (DOA/FAA/ATA)
F. Nighttime Engine Maintenance Run-ups	Maintain and enforce existing regulation of nighttime engine maintenance runups. (DOA)		
G. APUS	Reduce use of APUS during nighttime (10PM-7AM) hours. (ATA/DOA)		
IV. MANAGEMENT: A. Airport/Community Forum	Establish an ongoing airport/community compatibility forum of elected officials to monitor NC/MP and foster improved communication. (ALL)	Continue compatibility forum function. (ALL)	Continue compatibility forum function. (ALL)
B. Noise Abatement	Emphasize noise abatement as a major function of the General Manager's office within the DOA. (DOA)		

LAX NOISE CONTROL/MITIGATION PROGRAM

ACTION AREA	Short Range (1984-86)	TIME FRAME Medium Range (1986-90)	Long Range (1990 plus)
C. Part 150 Plan	Include the NC/MP as the Part 150 submittal to the FAA. (ALL)		
D. Noise Control Policy	Maintain existing policies pertaining to SST access, the LAX Noise Regulation and FAR Part 36 compliance as single event noise limits. (DOA/FAA) Encourage FAA to establish Part 36 Stage III compliance schedule. (FAA/DOA)	Monitor and enforce Part 36 Stage III compliance. (DOA/FAA)	Continue maintaining and enforcement. (DOA/FAA)
E. Program Funding	Determine legality and feasibility amending federal law to allow a Passenger Facility Charge to support NC/MP activities. (DOA/FAA)	Determine legality and feasibility of additional funding sources for NC/MP implementation including differential landing fees, commercial aviation fuel taxes, etc.	Continue to identify and develop NC/MP funding sources.
F. Monitoring	Monitor and prepare annual report on performance of NC/MP. (ALL)	Ongoing Monitoring. (ALL)	Ongoing Monitoring (ALL)

LAX NOISE CONTROL/MITIGATION PROGRAM

ACTION AREA	Short Range (1984-86)	TIME FRAME Medium Range (1986-90)	Long Range (1990 plus)
G. Capacity Control Regulation	Continue to explore a feasible regulation based on system performance. (DOA)		
H. ENFORCEMENT:	Maintain and provide adequate staff to monitor and enforce existing noise abatement rules and regulations. (DOA)	Ongoing Enforcement. (DOA)	Ongoing Enforcement. (DOA)
I. ARTS III A DATA:	Determine potential of acquiring ARTS III A data to aid in identifying early turns and drifts.		

City of Los Angeles Department of Airports 1 World Way, Los Angeles, California 90009 • (213) 646-5252 Telex 65-3413
Tom Bradley, Mayor

**Board of
Airport Commissioners**

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Vice President
Mary Lou Crockett
Samuel Greenberg
Emmett C. McGaughey

RESOLUTION NO. 14340

Clifton A. Moore
General Manager

BE IT RESOLVED that the Board of Airport Commissioners of the City of Los Angeles does hereby adopt the Report and Recommendations of the General Manager relative to the ANCLUC Steering Committee recommendations concerning the Noise Control/Mitigation Program (NCP); and

BE IT FURTHER RESOLVED that the General Manager pointed out a minor clarification in that it is hereby understood that "The Airport Commission provide the local share of the grant application or applications referred to, for the initial grant, in the foregoing list; if the local communities will agree to reimburse the Department of Airports at the time more permanent local share provisions are arranged", applies only to Recommendation #4: "The Board of Airport Commissioners apply for an FAA Grant for the Inglewood/Lockhaven Redevelopment; The Los Angeles County/ Lennox Revitalization; and for Impact Area Noise Insulation"; and

BE IT FURTHER RESOLVED that said Report and Recommendations of the General Manager relative to the ANCLUC Steering Committee recommendations concerning the Noise Control/Mitigation Program (NCP), under date of May 31, 1984, is attached to, and made a part of this Resolution; and

BE IT FURTHER RESOLVED that this action is categorically exempt from the requirements of the California Environmental Quality Act as provided by Article VII, Class 1 (6) of the Los Angeles City CEQA Guidelines.

oOo

I hereby certify that the above is a true and correct copy of Resolution No. 14340 adopted by the Board of Airport Commissioners at a regular meeting held Wednesday, June 6, 1984.

Elaine E. Staniec

Elaine E. Staniec - Secretary
BOARD OF AIRPORT COMMISSIONERS

REPORT & RECOMMENDATIONS
REGARDING ANCLUC TO:
BOARD OF AIRPORT COMMISSIONERS
MAY 30, 1984

RECOMMENDATION #1: THE BOARD OF AIRPORT COMMISSIONERS SHOULD APPLY FOR AN FAA GRANT IN ORDER TO IMPLEMENT NOISE MANAGEMENT/COMMUNITY FORUM PROGRAM. (PRIORITY #1)*

RECOMMENDATION #2: THE BOARD OF AIRPORT COMMISSIONERS SHOULD APPLY FOR AN FAA GRANT IN ORDER TO IMPLEMENT EL SEGUNDO BARRIER PROGRAM. (PRIORITY #5)*

RECOMMENDATION #3: THE BOARD OF AIRPORT COMMISSIONERS SHOULD APPLY FOR AN FAA GRANT IN ORDER TO IMPLEMENT A FEASIBILITY STUDY AND ANALYSIS OF THE POSSIBILITY OF BENEFITS BEING OBTAINED BY THE EXTENSION OF SOUTH RUNWAY COMPLEX 2000 FEET TO THE WEST. (PRIORITY # 6)*

RECOMMENDATION #4: THE BOARD OF AIRPORT COMMISSIONERS APPLY FOR AN FAA GRANT FOR THE INGLEWOOD/LOCKHAVEN REDEVELOPMENT;THE LOS ANGELES COUNTY/LENNOX REVITALIZATION;AND FOR IMPACT AREA NOISE INSULATION.(PRIORITIES NOS.2,3,4.)*

RECOMMENDATION #5: THE BOARD OF AIRPORT COMMISSIONERS IN APPLYING FOR THESE GRANTS RESOLVE THAT,AFTER THESE INITIAL GRANTS, ONE OF THE FOLLOWING CONDITIONS APPLY:

(1)THAT THE LOCAL SHARE WHERE APPLICABLE BE OBTAINED BY LEVYING A PASSENGER SURCHARGE WHICH AS A CONDITION MUST HAVE FEDERAL ADMINISTRATION AND CONGRESSIONAL APPROVAL,OR;

(2)THAT BY FEDERAL LEGISLATION THE AIP PROGRAM BE AMENDED TO PROVIDE FOR EITHER 100% FINANCING OF THESE ITEMS OR;

(3)AS A FURTHER ALTERNATIVE THAT A PORTION OF THE 8% TICKET TAX BE CONVERTED TO A LEVY PERMITTING ITS APPLICABILITY AS A DEBT SERVICE FUND ENABLING THE ISSUANCE OF SPECIAL BONDS FOR THE SPECIFIC PURPOSES APPROVED AS PART OF A PART 150 APPROVED NOISE MITIGATION PROGRAM.OR;

(4)THE ABILITY TO APPLY "IN KIND SERVICES" BY LOCAL AUTHORITIES SHOULD ALSO BE USED,OR;

(5) THE PROVISION OF THE LOCAL SHARE SHOULD BE BY THE AGENCY HAVING JURISDICTION.

RECOMMENDATION #6:THE AIRPORT COMMISSION PROVIDE THE LOCAL SHARE OF THE GRANT APPLICATION OR APPLICATIONS REFERRED TO,FOR THE INITIAL GRANTS, IN THE FOREGOING LIST;IF THE LOCAL COMMUNITIES WILL AGREE TO REIMBURSE THE DEPARTMENT OF AIRPORTS AT THE TIME MORE PERMANENT LOCAL SHARE PROVISIONS ARE ARRANGED.

*(as indicated in ANCLUC reso.relative to part 150 funding)

IT IS THE UNDERSTANDING OF THE DEPARTMENT OF AIRPORTS AND THE LOS ANGELES AIRPORT COMMISSION THAT THE PROGRAMS IN INGLEWOOD AND LENNOX, THAT RELATE TO REDEVELOPMENT, ARE PROGRAMS THAT ARE ALREADY IN A PRELIMINARY STAGE OF PLANNING OR DEVELOPMENT BY THOSE PUBLIC BODIES HAVING JURISDICTION. THE ROLE OF THE AIRPORT COMMISSION IS THAT OF ASSISTING IN THE DETERMINATION OF FINANCIAL FEASIBILITY FOR THOSE PROGRAMS FOR WHICH SUCH FINANCIAL PROGRAMS MAY BE DEVELOPED.

RECOMMENDATION #7: THE BOARD OF AIRPORT COMMISSIONERS AFFIRM THAT IN MAKING THE FOREGOING APPLICATION FOR GRANTS THAT THEY DO NOT INTEND TO MAKE FURTHER COMMITMENTS TO THE PROGRAMS UNTIL THE FIRST PHASES UNDER THESE GRANTS HAVE BEEN COMPLETED AND FEASIBILITY AGREED UPON. FURTHER, APPROPRIATE FUNDING MECHANISMS MUST BE IN PLACE OR PROPERLY AUTHORIZED, IN ORDER THAT ALL CONCERNED MAY UNDERSTAND HOW ANY FUTURE ELEMENTS OF THE PROGRAM MAY BE ADEQUATELY FINANCED. IT MUST BE FURTHER UNDERSTOOD THAT THE FEDERAL AVIATION AGENCY AGREES TO AND SUPPORTS ALL ELEMENTS OF THE NOISE MITIGATION PROGRAM AS BEING AN APPROPRIATE ELEMENT OF A PART 150 PROGRAM AND ELIGIBLE FOR THE FULL SUPPORT OF THE FEDERAL AVIATION AGENCY.

IN MAKING THE FOREGOING RECOMMENDATIONS THE DOCUMENT REFERRED TO IS THE DOCUMENT ADOPTED BY THE ANC/LUC STEERING COMMITTEE AT ITS MEETING OF 17th OF MAY 1984 WHICH SETS FORTH A PROPOSED REQUEST FOR INITIAL FUNDING, FOR CERTAIN ELEMENTS OF THE PROGRAM.

RECOMMENDATION #8: THE BOARD OF AIRPORT COMMISSIONERS AFFIRM THAT IT IS THEIR UNDERSTANDING THAT IN PROCEEDING WITH THE FIRST PHASES AS OUTLINED, THAT IT EXPECTS THAT THE OTHER JURISDICTIONS INVOLVED WILL AGREE TO PROCEED WITH THE FORMULATION AND DEVELOPMENT OF THE SHORT RANGE PROGRAMS THAT ARE SET FORTH IN THE NOISE CONTROL MITIGATION PROGRAM AS ADOPTED BY THE STEERING COMMITTEE AND WHICH FALL UNDER OTHER JURISDICTIONS THAN THOSE OF THE LOS ANGELES AIRPORT COMMISSION AND THE LOS ANGELES DEPARTMENT OF AIRPORTS.

RECOMMENDATION #9: THE DEPARTMENT OF AIRPORTS NEGOTIATE A CONTRACT WITH ITS FINANCIAL CONSULTANT IN ORDER TO PROVIDE AN ADDITIONAL REVIEW OF THE POSSIBILITIES EXISTING FOR OTHER ALTERNATIVE FINANCING METHODS THAT MIGHT BE USED TO ACCOMPLISH THE REDEVELOPMENT AND INSULATION OBJECTIVES.

WITH REGARD TO THOSE ITEMS ADOPTED THAT ARE NOT INVOLVED IN THE REQUEST FOR GRANT AGREEMENTS THE FOLLOWING RECOMMENDATIONS APPLY:

RECOMMENDATION #10: WITH REGARD TO THE USE OF APU'S THAT THE AIRPORT COMMISSION PURSUE A POLICY OF ACCELERATING THE REQUIREMENT FOR INSTALLATION OF FIXED GROUND POWER UNITS AT ALL AIRCRAFT PARKING LOCATIONS. (ACTION AREA II B.)*

*(ANCLUC NOMP PROGRAM 5/17/84)

RECOMMENDATION #11: THAT WITH REGARD TO OVER OCEAN OPERATIONS THAT THE COMMISSION REQUEST OF THE F.A.A. THAT IT EXTEND THE HOURS OF OPERATION TO 11.00P.M. TO 6.30A.M. IF COMPATIBLE WITH THE NEEDS OF AIR TRAFFIC CONTROL SAFETY. (ACTION AREA III A.)*

RECOMMENDATION #12: THAT WITH REGARD TO THE USE OF RUNWAYS AND TAXIWAYS DURING THE HOURS OF 10 P.M. TO 7.00 A.M.; THAT THE F.A.A. BE INFORMED THAT IT IS THE DESIRE OF THE BOARD OF AIRPORT COMMISSIONERS THAT INBOARD RUNWAYS AND TAXIWAYS BE USED AS MUCH AS POSSIBLE DURING THOSE HOURS. (ACTION AREA III B.)*

RECOMMENDATION #13: THAT WITH REGARD TO AN EVALUATION OF LIMITING NIGHT TIME OPERATIONS; THAT THE BOARD OF AIRPORT COMMISSIONERS FIND THAT IT IS NOT ABLE TO CONSIDER A POLICY THAT WOULD PLACE AN ABSOLUTE RESTRICTION ON OPERATIONS. (ACTION AREA III C.)*

RECOMMENDATION #14: THAT WITH REGARD TO THE POSSIBLE CLOSURE OF OPERATIONS AT THE IMPERIAL TERMINAL THAT THE COMMISSION FIND THAT IT CAN NOT AT THIS TIME MAKE A FINDING THAT THE IMPERIAL TERMINAL WILL NOT BE NEEDED FOR THE FUTURE, AND THAT INSTEAD IT ADOPT A POLICY FOR THE IMPERIAL TERMINAL THAT WOULD ALLOW CONTINUED USE WITHOUT THE OPERATION OF ENGINES AT THE TERMINAL AREA. (ACTION AREA III D.)*

RECOMMENDATION #15: THAT WITH REGARD TO PREMATURE TURNS AND DRIFTS THAT A POLICY BE PURSUED WITH THE ASSISTANCE AND PARTICIPATION OF THE F.A.A. THAT WOULD DEVELOP A PROGRAM FOR IDENTIFYING AND REPORTING PREMATURE TURNS AND DRIFTS TOGETHER WITH A FOLLOW UP PROGRAM FOR REDUCING THE OCCURRENCE OF TURNS AND DRIFTS. (ACTION AREA III E.)*

RECOMMENDATION #16: THAT WITH REGARD TO NIGHT TIME ENGINE RUNUPS THAT A STRENGTHENED PROGRAM OF ENFORCEMENT BE ADOPTED. (ACTION AREA III F.)*

RECOMMENDATION #17: THAT WITH REGARD TO NIGHTTIME USE OF APU'S THAT THE DOA AND ATA CONTINUE EFFORTS TO REDUCE APU USE TO LOWEST POSSIBLE LEVEL. (ACTION AREA III G.)*

RECOMMENDATION #18: THAT THE DEPUTY GENERAL IN CHARGE OF OPERATIONS BE DESIGNATED AS RESPONSIBLE FOR NOISE REDUCTION PROGRAMS. (ACTION AREA IV B.)*

RECOMMENDATION #19: THAT THE ELEMENTS OF THIS PROGRAM AS ADOPTED BY THE AIRPORT COMMISSION BE FILED AS THE PART 150 NOISE MITIGATION PROGRAM. (ACTION AREA IV C.)*

RECOMMENDATION #20: THAT THE BOARD OF AIRPORT COMMISSIONERS KEEP IN PLACE ITS PRESENT NOISE POLICY AND FURTHER TRANSMIT TO F.A.A. ITS PROPOSED POSITION WITH REGARD TO PART 36 STAGE III. (ACTION AREA IV D.)*

*(ANCLUC NOMP 5/17/84)

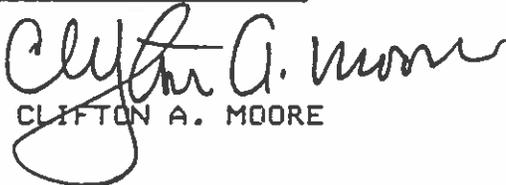
REPORT & RECOMMENDATIONS ANC/LUC (CONT)

RECOMMENDATION #21: THAT THE DEPARTMENT OF AIRPORTS CONTINUE TO MONITOR THE PROGRESS OF THE NOISE CONTROL MITIGATION PROGRAM. (ACTION AREA IV F.)*

RECOMMENDATION #22: THAT THE DEPARTMENT OF AIRPORTS CONTINUE ITS PURSUIT OF DEVELOPMENT OF A CAPACITY CONTROL REGULATION. (ACTION AREA IV G.)*

RECOMMENDATION #23: THAT THE GENERAL MANAGER PRESENT A PROGRAM SHOWING HOW NOISE ENFORCEMENT PROGRAMS CAN BE MONITORED AND ENFORCED. (ACTION AREA IV H.)*

RECOMMENDATION #24: THAT THE GENERAL MANAGER WITH THE HELP AND COOPERATION OF THE F.A.A. DEVELOP A REPORT SHOWING HOW AND TO WHAT EXTENT ARTS IIIA DATA MAY BE USED IN A PROGRAM FOR IDENTIFYING EARLY TURNS AND DRIFTS. (ACTION AREA IV I.)*


CLIFTON A. MOORE

GENERAL MANAGER

COPIES TO:

MAYOR TOM BRADLEY
PRESIDENT OF CITY COUNCIL PAT RUSSELL
MEMBERS OF INDUSTRY & ECONOMIC DEV. COMMITTEE
COUNCILWOMAN JOAN FLORES
COUNCILMAN JOHN FERRARO
COUNCILMAN GILBERT LINDSAY
LOS ANGELES COUNTY SUPERVISOR KENNETH HAHN
MAYOR EL SEGUNDO CHARLES ARMSTRONG
MAYOR INGLEWOOD ED VINCENT
MEMBERS ANCLUC STEERING COMMITTEE
DIRECTOR CALTRANS DIVISION OF AERONAUTICS
DIRECTOR WESTERN REGION F.A.A.

*(ANCLUC NCMP 5/17/84)

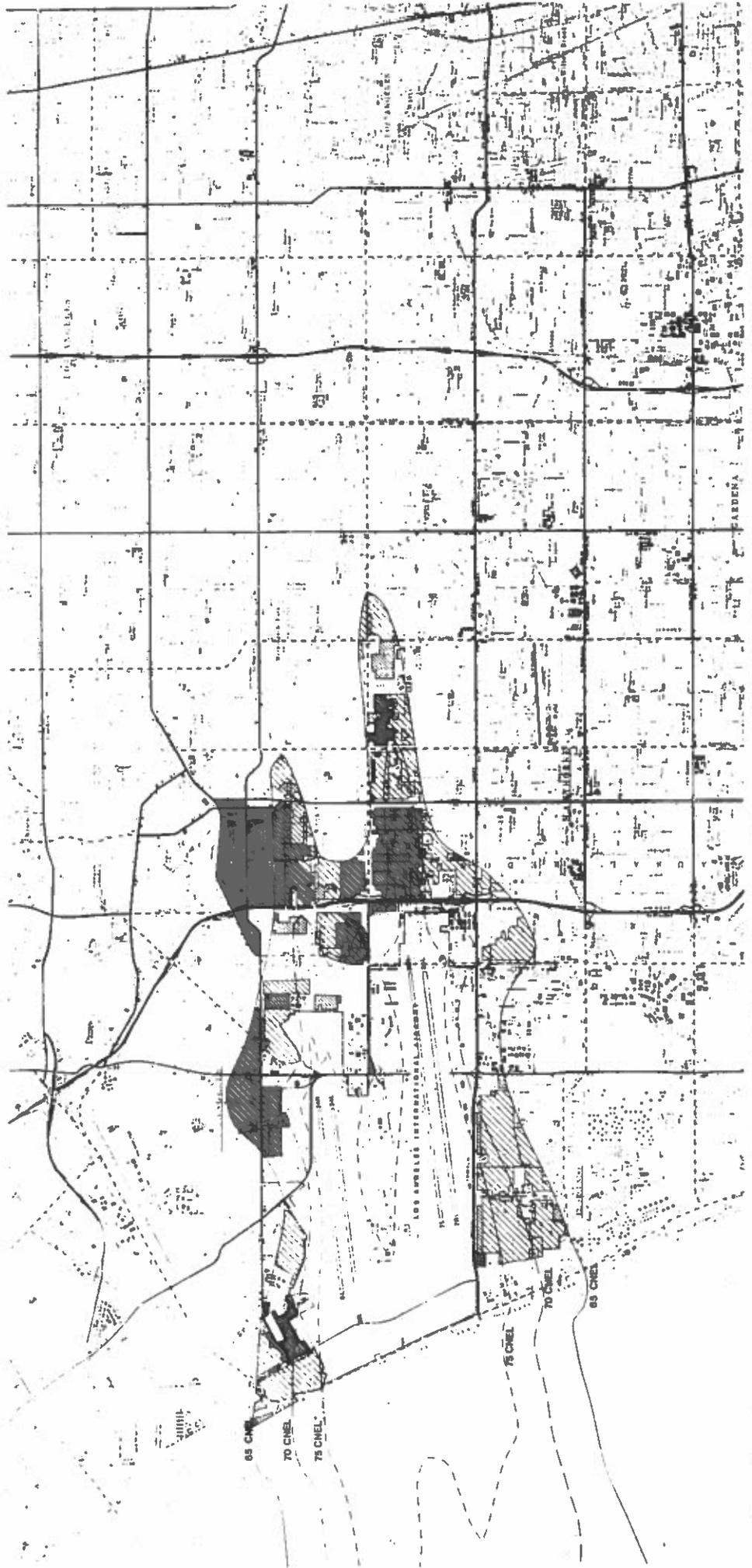
V. INITIAL NOISE COMPATIBILITY PROGRAM CONTOUR MAP

The Initial Noise Compatibility Program Contour Map included as Figure 3 represents the agreed upon program to date. This map will be adjusted as additional recommended actions are approved and implemented/ The contour map was generated using the most current version of the Integrated Noise Model (INM)-version 3.8. The process used to generate this contour is described in Volume II of the Phase Three Report. The accompanying computer generated tabular reports provide quantification of the number of dwelling units, population and incompatible area contained within each contour land per jurisdiction.

The parameters used to generate this noise contour are summarized below:

- o 40 million annual passenger (MAP) level of service
- o 1200 daily air carrier operations
 - 100 percent FAR Part 36 - Stage II Compliance
 - 30 percent FAR Part 36 - Stage III Compliance
- o 67 percent arrivals and 58 percent departures on Runway 25-7 L/R
- o 33 percent arrivals and 42 percent departures on Runway 24-6 L/R
- o Over-Ocean Operating Procedures between 11:00 P.M. to 6:30 A.M. (a one hour increase as indicated in NCP Item B.1)

FIGURE 4



CNEL NOISE CONTOURS vs. Los Angeles International Airport ANCLUC Study

DWELLING UNIT DENSITY

CASE #11302 Stage III Operation, 67% South Runway Landings, 56% South Runway Departures, Over-Under Top 2300-0630

FAR PART 150 INITIAL NOISE COMPATIBILITY PROGRAM CONTOUR MAP

Legend

CNEL Contours

15/19
20/20
25/25

Residential Density

DWELLING UNITS PER ACRE

0-10	10-20
20-30	30+

Scale

FAR PART 150
Initial Noise Compatibility Program Map
Tabular Reports

DWELLING UNITS AFFECTED BY VARIOUS NOISE LEVELS
Dwelling units within communities by landuse -- Noise in db CNEL

COMMUNITY Landuse	65-70	70-75	75+	COMMUNITY TOTAL Subtotal
City of LOS ANGELES				
RS	2759	434	21	3214
RD	1140	149	0	1289
RT	0	0	0	0
RML	3047	1306	0	4353
RMM	0	0	0	0
RMH	0	0	0	0
Subtotal	6946	1889	21	8856
INGLEWOOD				
RS	2402	124	0	2526
RD	104	10	0	114
RT	199	0	0	199
RML	5125	247	0	5372
RMM	0	0	0	0
RMH	0	0	0	0
Subtotal	7830	381	0	8211
EL SEGUNDO				
RS	1399	973	290	2662
RD	160	55	11	226
RT	0	0	0	0
RML	357	464	519	1340
RMM	0	0	0	0
RMH	0	0	0	0
Subtotal	1916	1492	820	4228
HAWTHORNE				
RS	6	0	0	6
RD	0	0	0	0
RT	0	0	0	0
RML	0	0	0	0
RMM	0	0	0	0
RMH	0	0	0	0
Subtotal	6	0	0	6
County of LOS ANGELES				
RS	1795	1181	55	3031
RD	75	147	38	260
RT	0	0	0	0
RML	650	370	0	1020
RMM	0	0	0	0
RMH	0	0	0	0
Subtotal	2520	1698	93	4311
TOTALS:	19218	5460	934	25612

FAR PART 150
Initial Noise Compatibility Program Map
Tabular Reports

POPULATION AFFECTED BY VARIOUS NOISE LEVELS
Population within communities by landuse -- Noise in db CNEL

COMMUNITY Landuse	65-70	70-75	75+	COMMUNITY TOTAL Subtotal
City of LOS ANGELES				
RS	6005	888	40	6933
RD	2595	305	0	2900
RT	0	0	0	0
RML	5615	2489	0	8104
RMM	0	0	0	0
RMH	0	0	0	0
Subtotal	14215	3682	40	17937
INGLEWOOD				
RS	6477	401	0	6878
RD	295	31	0	326
RT	576	0	0	576
RML	13193	676	0	13869
RMM	0	0	0	0
RMH	0	0	0	0
Subtotal	20541	1108	0	21649
EL SEGUNDO				
RS	3052	2092	620	5764
RD	343	117	24	484
RT	0	0	0	0
RML	775	1009	1109	2893
RMM	0	0	0	0
RMH	0	0	0	0
Subtotal	4170	3218	1753	9141
HAWTHORNE				
RS	15	0	0	15
RD	0	0	0	0
RT	0	0	0	0
RML	0	0	0	0
RMM	0	0	0	0
RMH	0	0	0	0
Subtotal	15	0	0	15
County of LOS ANGELES				
RS	5563	3839	180	9582
RD	240	478	124	842
RT	0	0	0	0
RML	2126	1199	0	3325
RMM	0	0	0	0
RMH	0	0	0	0
Subtotal	7929	5516	304	13749
TOTALS:	46870	13524	2097	62491

FAR PART 150
Initial Noise Compatibility Program Map
Tabular Reports

LAND USE AFFECTED BY VARIOUS NOISE LEVELS (Measured in Square Miles)
Residential land use by communities -- 'Noise in db CNEL

COMMUNITY LANDUSE	65-70	70-75	75+	Subtotal
City of LOS ANGELES				
RS	0.724	0.122	0.006	0.852
RD	0.179	0.021	0.000	0.201
RT	0.000	0.000	0.000	0.000
RML	0.155	0.066	0.000	0.221
RMM	0.000	0.000	0.000	0.000
RMH	0.000	0.000	0.000	0.000
Subtotals:	1.059	0.209	0.006	1.274
INGLEWOOD				
RS	0.582	0.021	0.000	0.603
RD	0.015	0.001	0.000	0.016
RT	0.013	0.000	0.000	0.013
RML	0.334	0.017	0.000	0.351
RMM	0.000	0.000	0.000	0.000
RMH	0.000	0.000	0.000	0.000
Subtotals:	0.944	0.039	0.000	0.983
EL SEGUNDO				
RS	0.358	0.253	0.076	0.687
RD	0.025	0.009	0.002	0.035
RT	0.000	0.000	0.000	0.000
RML	0.022	0.029	0.033	0.083
RMM	0.000	0.000	0.000	0.000
RMH	0.000	0.000	0.000	0.000
Subtotals:	0.405	0.290	0.110	0.806
HAWTHORNE				
RS	0.002	0.000	0.000	0.002
RD	0.000	0.000	0.000	0.000
RT	0.000	0.000	0.000	0.000
RML	0.000	0.000	0.000	0.000
RMM	0.000	0.000	0.000	0.000
RMH	0.000	0.000	0.000	0.000
Subtotals:	0.002	0.000	0.000	0.002
County of LOS ANGELES				
RS	0.371	0.250	0.014	0.636
RD	0.008	0.018	0.006	0.032
RT	0.000	0.000	0.000	0.000
RML	0.036	0.023	0.000	0.059
RMM	0.000	0.000	0.000	0.000
RMH	0.000	0.000	0.000	0.000
Subtotals:	0.415	0.291	0.020	0.726
TOTALS:	2.825	0.829	0.137	3.791

VI ACKNOWLEDGMENTS

Completion of the Los Angeles International Airport Noise Control/Land Use Compatibility (LAX-ANCLUC) Study and the subsequent development of the FAR Part 150 Noise Compatibility Program are major milestones in the continuing effort to reduce the problems associated with aircraft noise. These milestones were achieved as the result of much hard work and cooperation by the many individuals representing the participating organizations and jurisdictions as well as the input from concerned citizens. Special thanks go to the following individuals:

STEERING COMMITTEE

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Mayor
City of El Segundo

NORMA BARD, Steering Committee Chairman
Commissioner
L.A. County Regional Planning Commission

MARY LOU CROCKETT *
Commissioner
L.A. City Board of Airport Commissioners

D.A. "CURT" CURTISS
Commissioner
L.A. City Board of Airport Commissioners

CAROLYNN LLEWELLYN *
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L.A. County Regional Planning Commission

JAMES MARQUEZ
Planning Director
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BURKE ROCHE
Deputy to Supervisor Kenneth Hahn
L.A. County-2nd District

PAT RUSSELL
Councilwoman
L.A. City Council-Sixth District

* Former study participant

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City of Inglewood

LEE WEINSTEIN *
Mayor (Former)
City of Inglewood

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General Manager
L.A. City Department of Airports

GERALD DALLAS *
Airport Planning Division
Federal Aviation Administration

NORMAN MURDOCH
Planning Director
L.A. County Department of Regional Planning

PAUL LEONARD
Regional Vice-President
Air Transport Association

STEERING COMMITTEE COORDINATOR

R. Dale Beland AIA, AICP

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Ron Hoffman *
Greg Mederios *

L.A. City Planning Department
David Gay
Steve Crowther *
Lothar Von Schoenborn *
Margaret Richardson

* Former study participant

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El Segundo Planning Department
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Wendy Cosin *

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Maurice Laham, Project Administrator
Michael Feldman, Project Coordinator
Walter Collins *

Federal Aviation Administration
Ellis Ohnstad
Jim Holtzclaw
Ivan Hunt *

Air Transport Association
George Carver

Airlines Pilots Association
Ray Lahr

CalTrans - Division of Aeronautics
Spyridon Sideris
Richard Dwyer *
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Larry Goldman
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Civil Aeronautics Board
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