



Welcome To LAX Part 161 Study Overview





LAX Part 161 Study

LAX/Community Noise Roundtable

March 17, 2004





Reasons for LAX Part 161 Study

- Item I.4 of the Roundtable Work Plan
- LAWA Agreed to the Study in its MOU with the City of Inglewood





Objective of a Part 161 Study

To Obtain FAA Approval to Implement a
Noise and Access Restriction on Stage-3
Aircraft





Why do a Part 161 Study

The Airport Noise and Capacity Act of 1990 (ANCA) preempts airport proprietors from implementing any noise and access restrictions on Stage-3 aircraft without Federal Aviation Administration approval.





Goal of LAX Part 161 Study

To prohibit the east departure of all aircraft, with certain exemptions, between the hours of 12:00 a.m (Midnight) to 6:30 a.m when LAX is in Over Ocean-Operations or when it remains in Westerly Operations during these hours.

This is known as the *Proposed Restriction*





When Will the *Proposed* *Restriction* NOT be in effect?

When LAX has “turned around” and is in Easterly Operations





Which Aircraft Will Be Exempt

- Military Aircraft
- Medical/mercy flights
- Government owned/operated aircraft involved in:
 - Law Enforcement
 - Fire/rescue operations
 - Other emergency operations





LAX Proposed Restriction

- The specifics have not yet been determined
- The *Proposed Restriction* could be established by:
 - City Ordinance
 - Airport Regulation
 - Lease Conditions
 - Airport Use Agreement Conditions
- The *Proposed Restriction* will have sanctions for non-compliance
- The *Proposed Restriction* is not binding on the FAA





LAX Proposed Restriction

Possible Penalties for Non-Compliance

- Civil Penalties
- Increased Landing Fees
- Denial of Use of LAX for Repeated Violations
- Require the Airline to Disclose Certain Information





FAR Part 161 Study Process

Three General Elements

Element 1

- Collect Data and perform necessary analyses to justify the *Proposed Restriction*
- Explain the Environmental and Economic Impacts of the *Proposed Restriction*
- Prepare the required reports and application materials





Part 161 Process Elements

Element 2

- Notify the Public, Airport Stakeholders and the FAA
- Allow sufficient time for comment on the *Proposed Restriction*





Part 161 Process Elements

Element 3

Submit the *Proposed Restriction* and Supporting Documentation to the FAA for Review and Approval

The FAA will **NOT** approve and LAWA **CANNOT** implement the *Proposed Restriction* unless it has complied with all three elements





Part 161 Statutory Requirements

In order to obtain FAA approval of the *Proposed Restriction* LAWA must demonstrate that it satisfies the six statutory conditions set forth in ANCA.





Part 161 Statutory Requirements

ANCA and the Part 161 Regulation require LAWA to collect substantial evidence to prove that:

1. The *Proposed Restriction* is reasonable, nonarbitrary and nondiscriminatory.
2. The *Proposed Restriction* would not create an undue burden on interstate or foreign commerce.
3. The *Proposed Restriction* would maintain safe and efficient use of navigable airspace.





Part 161 Statutory Requirements

Continued

4. The *Proposed Restriction* would not conflict with any existing federal statute or regulation.
5. LAWA has provided adequate opportunity for public comment on the *Proposed Restriction*.
6. The *Proposed Restriction* does not create an undue burden on the national aviation system.

The FAA's Part 161 Regulations explain in detail the type of analysis LAWA must complete in order to satisfy the six statutory requirements of ANCA





Types of Analyses Required

Five Types of Analyses

- Noise Analysis (Single event and DNL/CNEL)
- Airspace Analysis
- Legal Analysis
- Economic Cost/Benefit Analysis
- Environmental Analysis (CEQA/NEPA?)





Where Are We Now?

- Three Consultant Teams Submitted Proposals
 - Harris Miller Miller & Hanson
 - Landrum & Brown
 - Ricondo & Associates
- BOAC to Select Consultant or Consultants Early Summer 2004
- Start the Study in Late Summer 2004
- Estimated 3 to 5 Years for Completion of the LAX Study





THANK YOU

