



**Part 161 Study Update  
for  
Los Angeles International Airport**

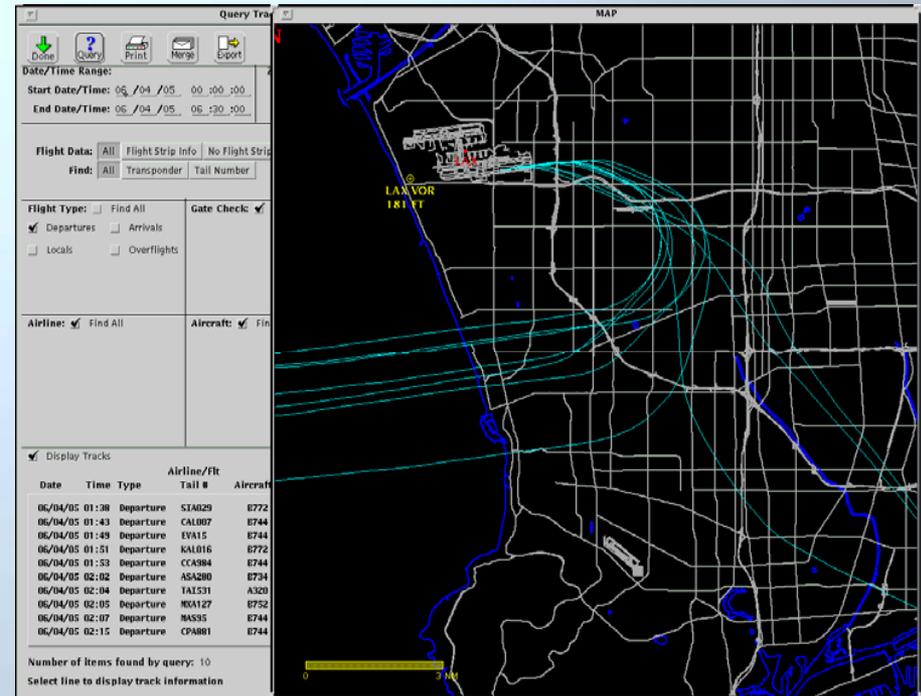
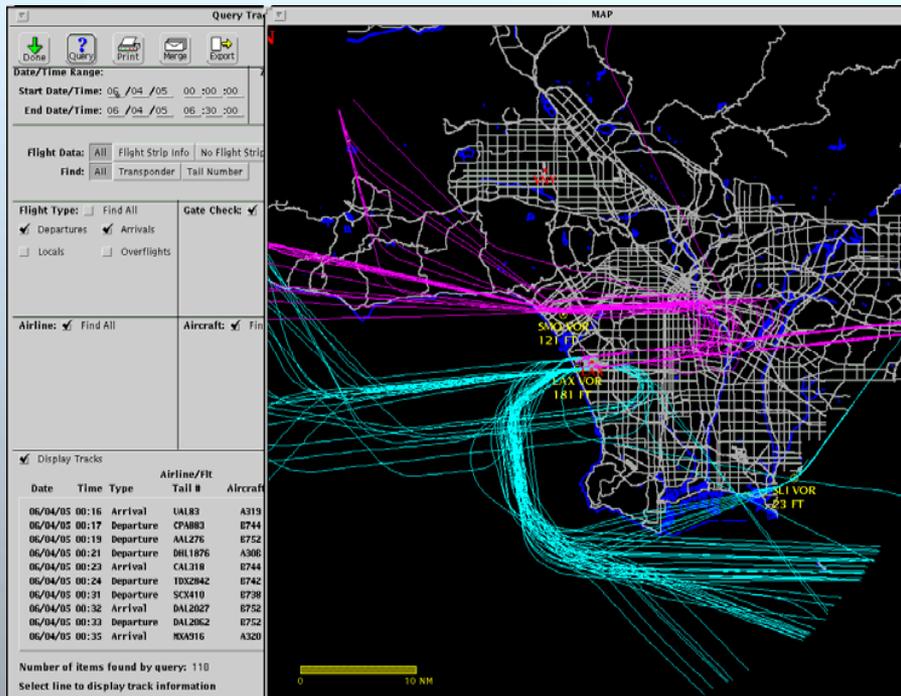
**Robert B. Holden**  
**LAWA Noise Management Division**

# Discussion Topics

- **Background**
- **Part 161 Process Overview**
- **Project Status**

# An Illustration of the Problem

## LAX EAST DEPARTURES June 4, 2005, Midnight to 6:30 a.m. FAA ARTS Radar Data



# LAWA's Proposed Solution at LAX

Establish a Noise and Access Restriction at LAX that would prohibit the easterly departure of all aircraft, *with certain exemptions*, between the hours of 12:00 midnight to 6:30 a.m. when the airport is in Over Ocean Operations, or when it remains in Westerly Operations.

This is known as the ***Proposed Restriction***

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.

# What is a Part 161 Study

A Part 161 Study is a technical and legal study that will be submitted to the FAA justifying a request for a waiver from the federal preemption of local noise and access restrictions at an airport.

## Part 161 Statutory Requirements

In order to obtain FAA approval of the LAX *Proposed Restriction* LAWA must demonstrate that it satisfies the six statutory conditions set forth in ANCA (The Airport Noise and Capacity Act of 1990).

# Part 161 Process

## **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 LAX *Proposed Restriction* would maintain safe and efficient use of navigable airspace.
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.

## LAX Part 161 Study Process Three General Elements

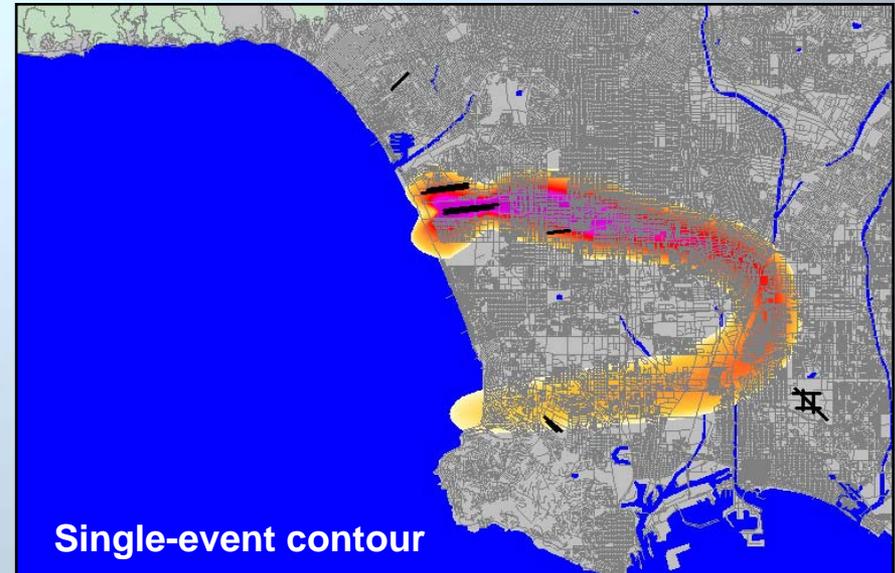
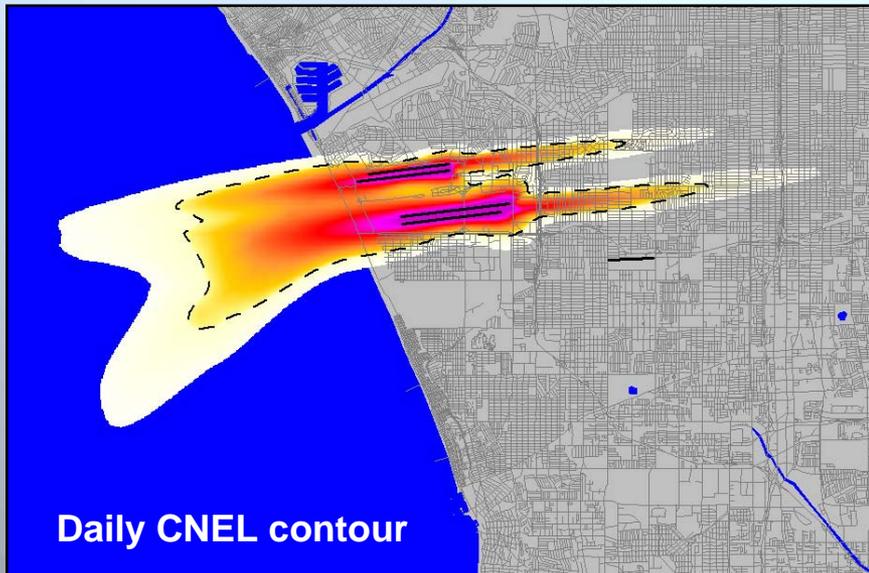
1. Collect Data and perform necessary analyses to justify the *Proposed Restriction*, explain its environmental and economic impacts, and prepare the required reports and application materials.
2. Notify the Public, Airport Stakeholders and the FAA, and allow sufficient time for comment on the *Proposed Restriction*
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**

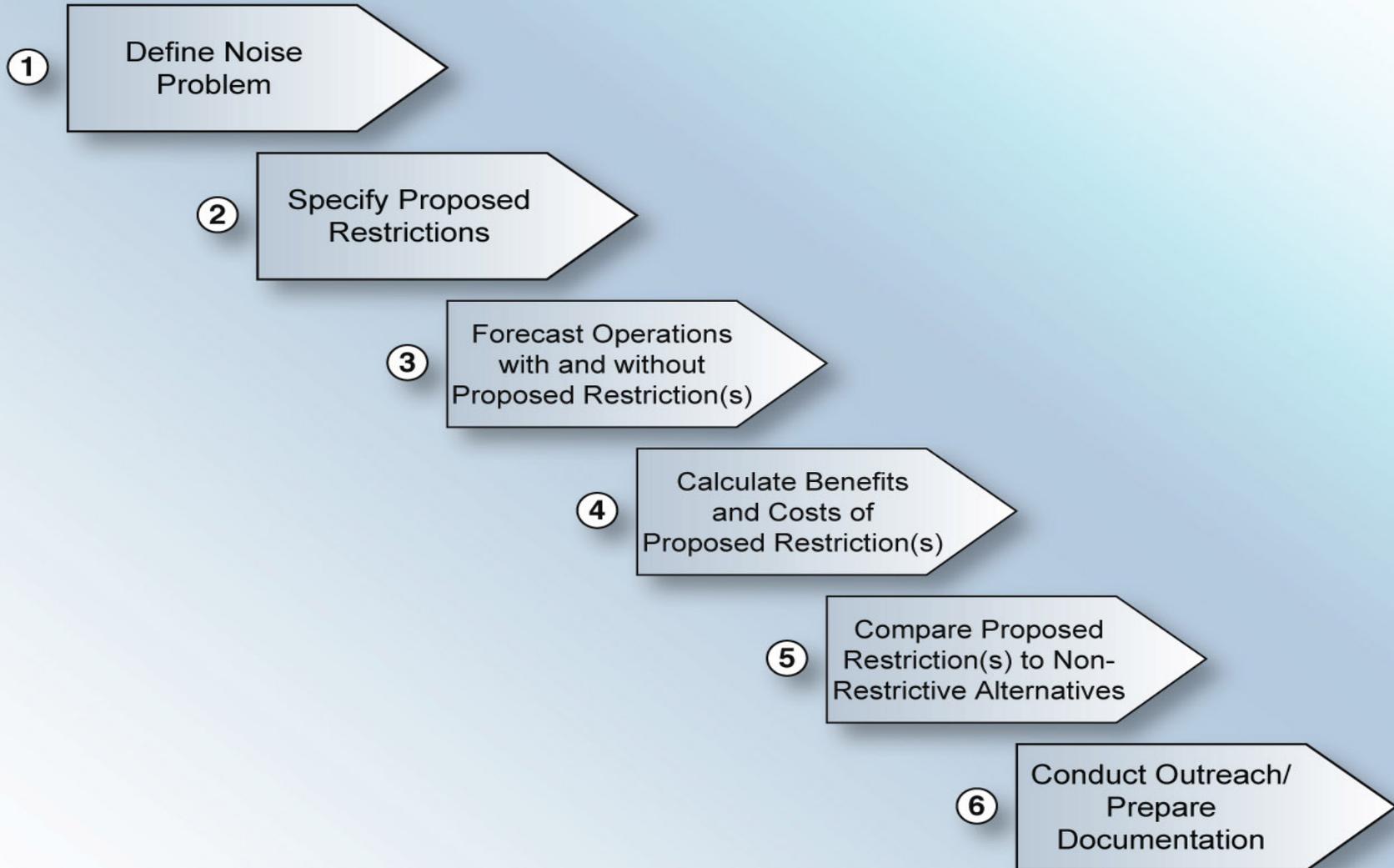
# An Illustration of the Problem

**The small number of operations (50-100 per year) is unlikely to affect annual CNEL contours recognized by FAA.**

**Single Event Noise Exposure Levels (SENEL) provide better definition of affected areas.**



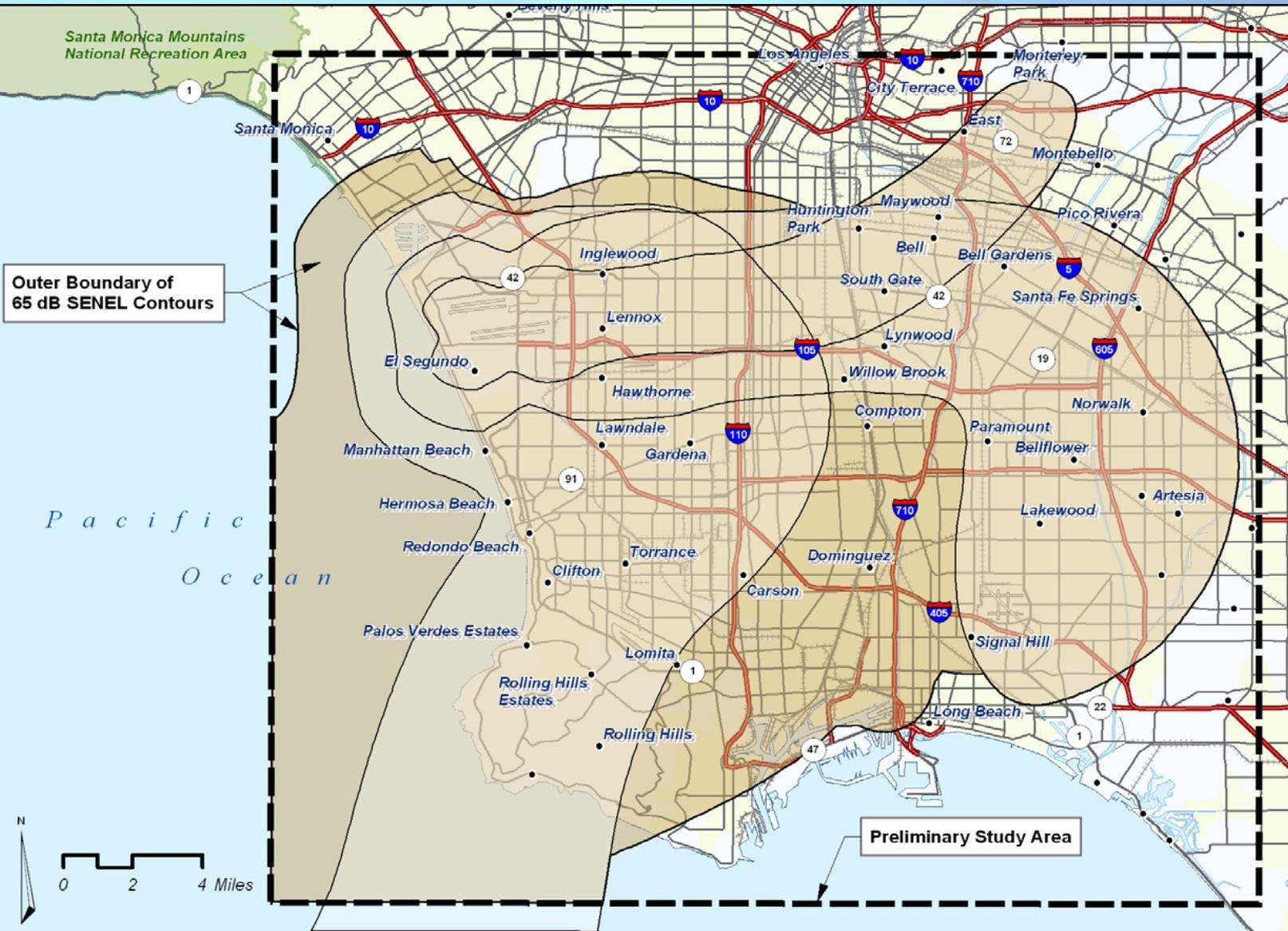
# Part 161 Process



# Where Are We Now

- Data submitted to Part 161 consulting team for required analyses
- Part 161 legal team is working on the required legal analyses and findings
- LAX Part 161 Preliminary Study Area has been defined
- LAX Part 161 Website has been developed and is going through LAWA internal approval process

# Preliminary Study Area



# LAX Part 161 Study Website

**Project Background**

**Schedule/Project Status**

**Stakeholder/Public Involvement**

Stakeholder Liaison  
Public Meetings  
Newsletters

**Frequently Asked Questions**

**Publications**

**Basics of Aircraft Noise**

**Online Comment Form**

**Relevant Links**

**Contact Information**

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# LAX Part 161 Study Update

Thank You



**Questions?**