

13. Noise Abatement

This section sets forth all Los Angeles World Airports' (LAWA) noise abatement procedures, restrictions, and regulations involving aircraft operations.

13.1. Aircraft Noise Abatement

13.1.1. All aircraft operators shall comply with Federal Aviation Administration (FAA) regulations and procedures for noise abatement and noise emission standards and with all rules, policies, procedures, resolutions, and ordinances established by the City of Los Angeles, LAWA, and LAWA's Board of Airport Commissioners (BOAC) relative to noise abatement. Air Traffic Control (ATC) is used in this section as a common term for all pertinent FAA air traffic control, including but not limited to those at Los Angeles International Airport's (LAX) FAA ATC Tower and Southern California Terminal Radar Approach Control (SOCAL TRACON).

NOTE: No traffic or flight procedures contained herein shall abrogate the authority and responsibility of the pilot in command to ensure the safe operation of the aircraft.

13.2. Operational Responsibilities

13.2.1. FAA ATC Tower shall employ the noise abatement preferential runway and taxiway use procedures specified herein while recognizing that under certain conditions, deviations may be necessary due to aircraft emergencies, adverse weather, or field construction and maintenance work.

NOTE: Nothing in these procedures shall limit the discretion of either FAA ATC Tower or a pilot regarding full use of airport facilities in an exigent or atypical situation.

13.2.2. Pilots of large aircraft (greater than 12,500 pounds) and pilots of all turbine- powered aircraft who are given a preferential runway assignment by FAA ATC Tower shall use that runway unless the pilot determines that in the interest of safety another runway shall be used, except as provided in 13.4, Traffic and Flight Procedures (Over-Ocean Operations).

13.2.3. Pilots of all westward departing aircraft shall proceed west until past the shoreline before turning their aircraft unless otherwise instructed by FAA ATC Tower pursuant to 13.4.

13.2.4. Pilots shall not request the use of outboard runways (06L/24R and 07R/25L) for departure unless the pilot determines that for safety purposes, use of these runways is necessary.

13.2.5. Pilots of turboprop aircraft shall only request offset on departure in order to avoid wake turbulence and shall not routinely request offset prior to departure.

13.2.6. Airline maintenance managers shall ensure that their personnel observe the maintenance restrictions set forth in 13.7, Maintenance Restrictions.

13.2.7. Airport Operations may monitor ongoing maintenance operations and shall stop all operations not in compliance with 13.7 as well as stop any waived maintenance checks identified by community complaints.

13.2.8.

- a. Airport Operations will monitor the use of all airport auxiliary power units (APUs) as set forth in 13.7. When APU violations are detected, LAX Airport Operations will contact a representative from the airline involved to advise them of the violation.
- b. All aircraft parked between 0000L – 0630L are required to use ground power (and pre-conditioned air when necessary) regardless of the duration at the gate.

13.2.9. Airport Operations shall stop aircraft operations that are not in compliance with the Imperial Terminal Procedures set forth in 13.8.

13.3. Reporting and Implementation Responsibilities

13.3.1. FAA ATC Tower shall report observed pilot deviations from the Traffic and Flight Procedures contained in 13.5 and from the Helicopter Operating Procedures contained in 13.6 to the Airport Response Coordination Center (ARCC) (424) 646-5292.

13.3.2. LAWA's Environmental Services Division (ESD) will track aircraft operations deviating from Subsections 4 and 5 contained herein whereas Airport Operations will receive, and record all reported and observed deviations from Subsections 6, 7 and 8 contained herein. ESD will contact LAWA Management, the FAA, aircraft owners, pilots, airline officials, community complainants, or others concerning such deviations as appropriate.

NOTE: ESD, in cooperation with the FAA, airline and pilot user groups, and other LAWA offices, will prepare and if necessary, revise the Aircraft Noise Abatement Operating Procedures and Restrictions set forth herein.

13.4. Runway Use Procedures

13.4.1. Preferential runway use shall be determined as follows:

- a. 2200-0700 (noise sensitive hours)
 - 1) FAA ATC Tower shall maximize use of inboard Runways 06R/24L and 07L/25R and Taxiways C and E;
- b. 0000-0630
 - 1) Over-ocean operation procedures shall be in effect between the hours of as provided in 13.5.
- c. At all times

- 1) Inboard runways shall be preferred to the outboard runways for departures.

13.4.2. [Rescinded]

13.5. **Traffic and Flight Procedures**

Due to the prevailing winds, aircraft at LAX normally approach and depart to the west (westerly operations); yet sometimes weather requires operations to reverse, with aircraft arriving and departing to the east (easterly operations). Additionally, between the hours of 0000-0630, aircraft adhere to the over-ocean preferential runway use procedures, approaching over the ocean toward the east and departing over the ocean toward the west (over-ocean operations). Procedures for westerly, easterly, and over-ocean operations are set forth below.

13.5.1. Westerly Operations

- a. Westerly Operation Approach Procedures: Runways 24/25 between 0630-2400 Hours
 - 1) Traffic Pattern Entry—North and Northwest Traffic
 - FAA ATC Tower will instruct all turbojet and four-engine turboprop aircraft that will make a visual approach to execute the “45 Degree Visual Approach” as depicted on current aeronautical charts.
 - Pilots are requested to do the following:
 - Fly outbound via the Santa Monica 068-degree radial during downwind leg until commencing turn to base leg.
 - Remain at 5000 feet or above until passing LAX 009 degree radial on downwind leg.
 - Start turn to base leg at or above 3500 feet. Fly base leg over or just east of the Harbor Freeway. When assigned Runways 25, cross the extended centerline of Runways 24 at or above 2500 feet. Turn final approach at or above 2000 feet, east of the Hollywood Park Casino.
 - 2) Traffic Pattern Entry—Other Direction Traffic
 - Remain at or above 2000 MSL as directed by FAA ATC Tower until intercepting final approach course east of the Hollywood Park Casino.
 - 3) Flight Procedures
 - Large airplanes (over 12,500 pounds) approaching to land fly at an altitude at or above the ILS glide slope and between the outer marker (or the point of interception with the glide slope if compliance with applicable distance from clouds criteria require interception closer in) and the middle marker, pursuant to FAR 91.129 (e)(2).
 - When weather permits, high altitude low drag minimum thrust approaches are encouraged.
- b. Westerly Operation Departure Procedures: Runways 24/25 between 0630-2400 Hours
 - 1) Flight Procedures

- Except in an unusual situation or at the specific direction of FAA ATC Tower, pilots will be requested to do the following:
 - After lift-off, fly straight to shoreline prior to commencing any turns.
 - Maintain runway heading until past the shoreline and reach 4000 feet before making a right turn.
 - Maintain runway heading until past the shoreline and reach 3000 feet before making a left turn.
 - Avoid over-flying communities to the north and south of the airport unless under the specific direction of FAA ATC Tower to do so.
 - Twin engine piston and turboprop and all propeller airplanes under 12,500 pounds are exempt only from the altitude restriction.
 - FAA ATC Tower will vector turbojet and four-engine turboprop aircraft straight out and only in an area bound by bearing westward from the shoreline of 210 degrees and 270 degrees until reaching the altitudes stipulated in the paragraph below.
 - Pilots of civil turbojet powered airplanes should employ the takeoff and departure procedure outlined in FAA Advisory Circular 91.53A dated July 22, 1993. However, this does not imply that a reduced thrust technique cannot be used during westerly direction takeoffs.
- 2) Nighttime Departure Procedures
 - During the hours of 2100 until 0700, all IFR jet departures will use the LAXX and Ventura departures. The Gorman and Loop departures will not be utilized during this time period.

13.5.2. Easterly Operations

- a. Easterly Operation Approach Procedure: Runways 6/7 (when weather conditions require)
 - 1) Traffic Pattern Entry
 - As directed by FAA ATC Tower.
 - 2) Flight Procedures
 - All aircraft shall conduct over-ocean approaches from west to east.
 - The base leg for visual approaches shall be flown at least one mile west of the shoreline.
- b. Easterly Operation Departure Procedure: Runways 6/7 (when weather conditions require)
 - 1) Flight Procedures
 - Pilots of civil turbojet powered airplanes should employ the takeoff and departure procedure outlined in FAA Circular 91.53A dated July 22, 1993. Use of a reduced thrust technique during easterly direction takeoffs is discouraged.

13.5.3. Over-Ocean Operations

- a. Easterly Approach Flight Procedures: Runways 6/7 between 2400 and -0630 hours
 - 1) In accordance with the flight procedures delineated above for Easterly Operation Approach Procedures.
 - 2) All landings shall be made on Runways 6R and 7L. Deviations are permitted in accordance with 13.1 of this Section.
- b. Westerly Approach Flight Procedures (Due to Weather Limitations) Runways 24/25 between 2400 and -0630 hours
 - 1) FAA ATC Tower may deviate from Over-Ocean Operations and permit all aircraft to land from east to west in accordance with Westerly Operation Approach Procedures when the following conditions exist: a ceiling of 400 feet or less above ground level at the westerly end of the airport, a tail wind component that exceeds ten knots from the west, or the runway visual range (RVR) indicates less than 2400 feet.
- c. Westerly Departure Flight Procedures: Runways 24/25 between 2400 and -0630 hours
 - 1) In accordance with the flight procedures delineated above for Westerly Operations Departure Procedures.
 - 2) All departures shall be made on Runways 24L and 25R. Deviations are permitted in accordance with 13.1.a of this Section.
- d. Easterly Departure Flight Procedures (due to weather limitations): Runways 6/7 between 2400-0630 hours.
 - 1) In the event FAA ATC Tower determines that existing weather provides for only easterly departure traffic flow, including a tail wind component that exceeds 10 knots from the east, FAA ATC Tower shall only permit departures on Runways 6R and 7L. Deviations are permitted in accordance with 13.1.a of this Section.

13.6. Helicopter Operating Procedures

The following conditions apply only to helicopter operators with a valid Operating Agreement with LAWA and a signed Letter of Agreement.

- 13.6.1.** All operators conducting helicopter operations at LAX shall carry a current LAX Helicopter Route Chart and shall comply with FAA ATC Tower requirements and procedures pertaining to helicopter routes and altitudes within the Los Angeles Class B airspace and with the procedures set forth herein.
- 13.6.2.** Helicopter operators both arriving and departing shall utilize the flight routes designated by the FAA for Visual Flight Rules (VFR) and Special Visual Flight Rules (SVFR).
- 13.6.3.** During SVFR operations, helicopter operators are requested to utilize the southerly industrial route when arriving or departing the airport unless specifically instructed otherwise by FAA ATC Tower.

- 13.6.4.** While using FAA approved flight routes, helicopter operators shall also maintain an altitude of 2,000 feet, weather, traffic, and safety permitting.
- 13.6.5.** Helicopter operators shall use noise abatement approach and departure flight techniques.
- 13.6.6.** Helicopter operators shall avoid nighttime (2200-0700) operations except in extreme emergency cases.
- 13.6.7.** Helicopter training operations are prohibited (touch-and-go, stop-and-go, and low approach) except for FAA certification flights.
- 13.6.8.** Helicopter operators shall provide a LAWA identification symbol, prescribed and used in LAX servicing, affixed on each of the rotorcraft and readily visible from the ground.
- 13.6.9.** Prior to issuance of a helicopter operating agreement, operators shall develop, implement, and file with the BOAC a “Fly Neighborly Program” that emphasizes noise abatement and community compatibility through actions in the following areas:
- a.** Pilot Awareness
 - b.** Pilot Training and Flight Operations Planning
 - c.** Noise Abatement Techniques
 - d.** Sensitivity to Community Concerns
 - e.** Public Information/Helicopter Identification
 - f.** VFR/SVFR Approach and Departure Routes
 - g.** Hours of Operations
- 13.6.10.** Fly Neighborly Programs shall be kept current and shall be re-filed with the BOAC whenever revised.
- 13.6.11.** All helicopter-operating agreements shall be issued for a period not longer than 5 years and shall be reviewed annually by the General Manager. The General Manager shall submit a compliance report to the BOAC.

13.7. Maintenance/Engine Run-Up Restrictions

See Section 04 - Aircraft Operations for additional Rules and Regulations

- 13.7.1.** Operators unable to perform run-ups on approved leasehold run-up pads must obtain approval and instructions from the ARCC (424) 646-9071 prior to conducting such activity.
- 13.7.2.** The run-up of mounted aircraft engines for maintenance or test purposes on both leased and non-leased areas is prohibited between the hours of 2300-0600 unless waived on a case-by-case basis for urgent cause by the General Manager or designee upon receiving prior notification from the operator that the run-up is necessary.
- 13.7.3.** Idle engine checks, run-ups, and auxiliary power units are to be operated for the minimum time required to accomplish the necessary maintenance or preflight check.

13.7.4. Maintenance or test running of jet engines not mounted on an aircraft is prohibited unless performed in a test cell of adequate design. Said cell shall meet noise level criteria at a distance of 250 feet from the center thereof as follows:

<u>Octave Band</u> <u>Mid-Band Frequency, Hz</u>	<u>Sound Pressure Level</u> <u>dB re: 20 uPa</u>
31.5	86
63	82
125	77
250	73
500	71
1000	69
2000	67
4000	65
8000	59

13.7.5. Operators who violate the Maintenance/Engine Run-up restrictions described in this section are subject to the following penalties:

Violation	Penalty
First offense	Letter of Admonishment
Second offense within one year of first offense	Up to \$2,000 fine
Third offense within one year of first offense	Up to \$4,000 fine
Fourth and/or subsequent offense within one year of first offense	Up to \$8,000 fine

13.7.6. Any person who counsels, aids, assists, or abets any other person in the operation of any aircraft in violation of this section is also subject to the same penalties specified above.

13.7.7. Other conditions pertaining to maintenance/engine run-ups specified in Ordinance No. 186390 (Appendix 14) shall be followed.

13.8. Imperial Terminal Procedures

13.8.1. All turboprop-powered aircraft over 65,000 pounds maximum gross landing weight or turbojet-powered aircraft (regardless of weight) arriving at the Imperial Terminal will taxi to a position on Taxiway A adjacent to the terminal ramp. At this point, engines will be shut down and aircraft will be towed into their assigned parking positions.

13.8.2. All turboprop-powered aircraft over 65,000 pounds maximum gross landing weight or turbojet-powered aircraft (regardless of weight) departing the Imperial Terminal will be

towed to a position on Taxiway A adjacent to the terminal ramp and positioned facing east or west on Taxiway A prior to starting engines.

- 13.8.3.** Jet-engine runs, run-ups, and turbine-based ground power units are prohibited on the ramp, and auxiliary power units may only be operated when required during tow-in or departure.