

## **Errata to 14 C.F.R. Part 161 Application for Approval of a Runway Use Restriction at Los Angeles International Airport, revised May 2014**

The following should have been included in the May 2014 Part 161 Application as follows:

### **6.2.3 Airport Noise Study Area Land Use Compatibility Analysis**

Land use depicted in the maps is under the land use control jurisdiction of multiple entities: the County of Los Angeles, and the Cities of El Segundo and Inglewood. The following prior land use policy actions made by LAWA, as the airport operator, and by the neighboring communities, as the airport owner and land use control jurisdictions, clearly demonstrate their commitment to land use compatibility:

- The City's adoption of FAA guidelines from Part 150 as the basis for determining the compatibility of surrounding land uses with aircraft-related noise exposure, as discussed in Section 6.2.
- The City's commitment to sound-insulate all residences within the 65 dB CNEL contour, as discussed in Section 4.3.1.
- The City's commitment to reduce unnecessary noise impacts, restrict aviation dedicated land uses to those that comply with California Department of Transportation Airport Noise Standards, Title 21, Subchapter 6 of the California Code of Regulations and to limit future off-airport land uses located in a California Department of Transportation noise defined Airport Noise Impact Area to those that are identified as compatible.

The City's commitment to encourage conformance with federal, state and regional regulations that limit development of residential dwelling units within the airport's 65 dB Community Noise Equivalent Level (CNEL) contour area, including the following key policies: All new construction within the airport's 65 dB CNEL contour area should be properly sound proofed and an aviation easement granted to the City; and assist in Community Plan(s) revisions, as necessary, to identify appropriate areas for housing development outside of the airport's 65 dB CNEL contour area.

Comparisons of the number of dwelling units and population within the status quo and within the "with proposed restriction" 65 dB CNEL contours are displayed in Table A and Table B for 2013 and 2018, respectively. In both years, the proposed restriction reduces the encompassed dwelling units and residents. However, all of the dwelling units removed from the contours are "mitigated", in that they have been, or are scheduled to be, acquired or sound insulated under one of the two LAWA mitigation programs discussed in Sections 4.3.1 or 4.3.2<sup>1</sup>.

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<sup>1</sup> "Mitigated" properties include those for which the property owner has declined a mitigation offer. LAWA, local jurisdictions, Caltrans and FAA consider those properties to be compatible.

**Table A - Residential Dwelling Units and Population within 2013 65 dB CNEL Contours, with and without Sound Insulation, with the Status Quo Contours Compared to the “with” Proposed Restriction Contours**

Source: HMMH

Type of Count	Dwelling Units and Population within the 65 dB CNEL Contour		
	2013 Status Quo	2013 with Proposed Restriction	Difference from Status Quo 2013
Dwelling Units <sup>1</sup>	19,066	19,004	-62
Population	57,744	57,522	-222
<sup>1</sup> Dwelling units that either the City of Los Angeles, City of Inglewood, or County of Los Angeles has previously sound insulated or acquired, or for which the property owner has declined an offer for one of these options.			

**Table B - Residential Dwelling Units and Population within 2018 65 dB CNEL Contours, with and without Sound Insulation, with the Status Quo Contours Compared to the “with” Proposed Restriction Contours**

Source: HMMH

Type of Count	Dwelling Units and Population within the 65 dB CNEL Contour		
	2018 Status Quo	2018 with Proposed Restriction	Difference from Status Quo 2018
Dwelling Units <sup>1</sup>	21,171	21,141	-30
Population	63,343	63,227	-116
<sup>1</sup> Dwelling units that either the City of Los Angeles, City of Inglewood, or County of Los Angeles has previously sound insulated or acquired, or for which the property owner has declined an offer for one of these options.			