


APPENDIX C PUBLIC WORKSHOP/MEETING NOVEMBER 2012 AND PUBLIC COMMENTS

Publication of Public Notice

<p>PROOF OF PUBLICATION (2015.5 C.C.P.)</p> <p>STATE OF CALIFORNIA County of Los Angeles</p> <p>I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of The Argonaut, a newspaper of general circulation, printed and published weekly in the County of Los Angeles, State of California, under the date of March 7, 1973, modified October 5, 1976, Case Number C47170; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:</p> <p>_____ 11/1</p> <p>All in the year <u>2012</u></p> <p>I certify (or declare) under penalty of perjury that the foregoing is true and correct.</p> <p>Dated at <u>Los Angeles</u></p> <p>California, the <u>1st</u> of November, 2012</p> <p>Signature:  Joy Lesser</p>	<p>Proof of Publication of</p> <p>Los Angeles World Airports NOTICE OF PROPOSED AIRPORT USE RESTRICTION: "RUNWAY USE RESTRICTION" at Los Angeles International Airport, Los Angeles, California</p> <p>Los Angeles World Airports (LAWA) hereby provides notice of its proposal to establish a runway use restriction at Los Angeles International Airport (LAX) that restricts easterly departures of all aircraft, with certain exemptions, between the hours of 12:00 midnight and 6:30 a.m. when LAX is in the "Over-Ocean" or "Westerly" operations mode.</p> <p>This 14th of the Code of Federal Regulations Part 161 (14 C.F.R. Part 161), "Notice and Approval of Airport Noise and Access Restrictions" defines analysis, notice, and approval requirements for airport operators proposing use restrictions that affect any aircraft shown to comply with 14 C.F.R. Part 36 Stage 3 requirements. LAWA has prepared a report titled "Los Angeles International Airport Part 161 Application for Approval of a Runway Use Restriction" that addresses the requirements in full. This notification addresses Part 161.303(c) requirements for published and posted notices including the following information:</p> <ol style="list-style-type: none">1. The name of the airport and associated cities and states: Los Angeles International Airport, Los Angeles, California.2. A clear, concise description of the proposed restriction (and any alternatives, in order of preference), including a statement that it will be a mandatory Stage 3 restriction, and where the complete text of the restriction, and any sanctions for non-compliance, are available for public inspection: The proposed restriction is a ban on all aircraft departures to the east, including but not limited to Stage 3 aircraft, with certain exemptions, from 12:00 midnight to 6:30 a.m. when the airport is in Over-Ocean or Westerly Operations. During these conditions, all aircraft will be permitted to depart to the west. Item 4 provides further details on public review opportunities.3. A brief discussion of the specific need for, and goal of, the restriction. To reduce the occurrence and frequency of nighttime awakenings for residents living near Los Angeles International Airport by eliminating non-conforming operations between midnight and 6:30 a.m. when the airport is in Over-Ocean Operations or Westerly Operations.4. Identification of the operators and the types of aircraft expected to be affected: Section REF_Re322449356 v.111 - MERRIFIELD MAT 7 of the LAX 14 C.F.R. Part 161 application identifies the operators and types of aircraft affected. In summary, the restriction will affect any passenger, cargo, or general aviation aircraft whose operators would, absent the restriction, seek between midnight and 6:30 a.m. to depart to the east when LAX is in Over-Ocean or Westerly Operations. Historical information indicates very few operations would be affected; in the 130-month period (nearly 11 years) from June 2009 through March 2010, 699 aircraft departures (or an average of 65/year) would have been affected if this rule had been in effect.5. The proposed effective date of the restriction, the proposed method of implementation (e.g., city ordinance, airport rule, lease or other document), and any proposed enforcement mechanisms. The proposed effective date is estimated to be December 1, 2013. Implementation will be through a City of Los Angeles ordinance with enforcement similar to other airport restrictions.6. An analysis of the proposed restriction, in accordance with Section 161.303, or an announcement regarding where the analysis is available for public inspection: The Notices and Part 161 Part 161 Study application and supporting materials will be available for public inspection beginning November 1, 2012 at the following locations: On-line at HYPERLINK "http://www.laxpart161.com/www.laxpart161.com/" LAWA Environmental Services Division at LAX - 7301 World Way West, Room 312, Los Angeles, CA 90045, Monday through Friday, 7:30 AM to 4:00 PM Inglewood Public Library - 101 W. Manchester Blvd., Inglewood, CA 90301 County of Los Angeles Public Library - 4359 Lehigh Blvd., Lennox, CA 90304 Mark Ridley Thomas Constituent Services Center, 35155 Vermont Ave., Los Angeles, CA 90044 Westchester - Loyola Village Branch Library, 7114 W. Manchester Ave., Los Angeles, CA 90045 City Halls within the airport noise study area, which will receive an electronic copy on disk, include: <table border="0"><tr><td>City of Bell</td><td>City of Los Angeles, Office of Mayor</td></tr><tr><td>City of Bellflower</td><td>City of Lynwood</td></tr><tr><td>City of Bell Gardens</td><td>City of Manhattan Beach</td></tr><tr><td>City of Carson</td><td>City of Maywood</td></tr><tr><td>City of Commerce</td><td>City of Montebello</td></tr><tr><td>City of Compton</td><td>Palms Verde Estates</td></tr><tr><td>City of Cudahy</td><td>City of Paramount</td></tr><tr><td>City of Culver City</td><td>Rancho Palms Verde</td></tr><tr><td>City of Downey</td><td>City of Redding Beach</td></tr><tr><td>City of El Segundo</td><td>Rolling Hills Estates</td></tr><tr><td>City of Gardena</td><td>City of Rolling Hills</td></tr><tr><td>City of Hawthorne</td><td>City of Santa Monica</td></tr><tr><td>City of Hermosa Beach</td><td>City of Seal Beach</td></tr><tr><td>City of Huntington Park</td><td>Signal Hill</td></tr><tr><td>City of Inglewood</td><td>City of South Gate</td></tr><tr><td>City of Labwood</td><td>City of Torrance</td></tr><tr><td>City of Lawndale</td><td>City of Venice</td></tr><tr><td>City of Lomita</td><td></td></tr></table> <p>7. An invitation to comment on the proposed restriction and analysis, with a minimum 45-day comment period: LAWA will accept comments on the proposed restriction and analysis until 5 p.m. on December 17, 2012. Written comments must be submitted to the addresses identified in item 9.</p> <p>8. Information on how to request a copy of the complete text of the restriction, including any sanctions for non-compliance, and the analysis (if not included with this notice): The complete text of the restriction, including any exemptions and sanctions for non-compliance is provided in Section 3 of the LAX 14 C.F.R. Part 161 Report, which will be available for public inspection beginning November 1, 2012 at locations identified in item 6.</p> <p>9. The address for submitting comments to the airport operator proposing the restriction, including identification of a contact person: Comments may be submitted online at www.laxpart161.com/Comments.cfm or by writing to the following contact: Mr. Scott Tatro Los Angeles World Airports 11000 World Way West, Room 312 Los Angeles, CA 90045-2216 Email: laxpart161@lawa.org</p>	City of Bell	City of Los Angeles, Office of Mayor	City of Bellflower	City of Lynwood	City of Bell Gardens	City of Manhattan Beach	City of Carson	City of Maywood	City of Commerce	City of Montebello	City of Compton	Palms Verde Estates	City of Cudahy	City of Paramount	City of Culver City	Rancho Palms Verde	City of Downey	City of Redding Beach	City of El Segundo	Rolling Hills Estates	City of Gardena	City of Rolling Hills	City of Hawthorne	City of Santa Monica	City of Hermosa Beach	City of Seal Beach	City of Huntington Park	Signal Hill	City of Inglewood	City of South Gate	City of Labwood	City of Torrance	City of Lawndale	City of Venice	City of Lomita	
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PROOF OF PUBLICATION
(2015.5C.C.P.)

La Opinión

www.laopinion.com **proMedia**

700 S. Flower St. • Los Angeles, CA 90017
Tel: (213) 896-2260 • Fax: (213) 896-2238

STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to-wit:

NOV. 1

all in the year 20 12

I certified (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

16 day of NOV., 2012

Rose Benner
Signature

ADV #017 Controlled
rev. 03/12

Los Angeles World Airports (LAWA)
AVISO DE LA RESTRICCIÓN PROPUESTA DEL USO DEL AEROPUERTO:
"RESTRICCIONES EN EL USO DE PISTA"

del
Aeropuerto Internacional de Los Angeles (LAX), Los Angeles, California

Los Angeles World Airports (LAWA) dan aviso de la propuesta para establecer una restricción del uso de pista en el aeropuerto internacional de Los Angeles (LAX), se procura prohibir las salidas hacia el este, con ciertas excepciones, entre las horas de medianoche y 6:30 de la mañana, cuando LAX está en operaciones sobre el océano o cuando permanece en operaciones del oeste durante estas horas.

El capítulo de regulaciones federales de los Estados Unidos, título 14 (14 CFR Part 161), "Aviso y Aprobación del Ruido y Acceso de Restricciones del Aeropuerto," define el análisis, aviso, y aprobación de requisitos de los operadores aeroportuarios que proponen restricciones de uso que afectan a cualquier avión que cumple con los requisitos de 14 CFR Parte 36 Etapa 3. LAWA ha preparado un informe titulado "Solicitud de Aprobación de la Restricción del uso de Pista del Aeropuerto Internacional de Los Angeles Parte 161" que anuncia los requisitos en su totalidad.

Esta notificación explica Parte 161.303 (c) los requisitos de los avisos publicados, incluyendo la siguiente información:

1. El nombre del aeropuerto, ciudades y estados asociados:
Aeropuerto Internacional de Los Angeles, Los Angeles, California.
2. Una clara y concisa descripción de la restricción propuesta (y cualquier alternativa, en orden de preferencia), incluyendo una declaración que la etapa 3 va a ser una restricción obligatoria, y donde el texto completo de la restricción, y las posibles sanciones por incumplimiento, están disponibles para la inspección pública:
La restricción propuesta es la prohibición de todas las salidas de aviación hacia el este, incluyendo pero no limitado a la etapa 3, con algunas excepciones, a partir de 12:00 de la noche a 6:30 de la mañana cuando el aeropuerto está en operaciones sobre el océano o cuando permanece en operaciones del oeste. Tema 6 proporciona más detalles sobre la posibilidad de revisión pública.
3. Un breve análisis de la necesidad específica de, y el objetivo de la restricción.
Para reducir la ocurrencia y la frecuencia de despertamientos nocturnos a los residentes que viven cerca del aeropuerto internacional de Los Angeles, eliminando operaciones disconformes entre la medianoche hasta las 6:30 de la mañana, cuando el aeropuerto está en operaciones sobre el océano o cuando permanece en operaciones del oeste.
Identificación de los operadores y los tipos de aviones que esperan ser afectados:
La Sección 3 del LAX Parte 161 identifica a los operadores y tipos de aviones que esperan ser afectados. En resumen, la restricción afectará la aviación pasajera, de carga y aviación general cuyos operadores determinan la necesidad de partir desde el este durante las horas cuando el aeropuerto está en operaciones sobre el océano o cuando permanece en operaciones del oeste. La información histórica indica que muy pocas operaciones serían afectadas, en el período de 130 meses (casi 11 años) a partir de junio de 2000 hasta marzo de 2010, 699 salidas de aviones (o un promedio de 65/año) fueron afectadas, si se hubiera tomado lugar.
La fecha propuesta de la restricción, el método propuesto para la aplicación (por ejemplo, ordenanza de la ciudad, el estado o el aeropuerto, arrendamiento u otro documento), y cualquier mecanismo de aplicación propuesto.
La fecha efectiva de la propuesta es el 1 de diciembre de 2013. El programa se ejecutará a través de una ordenanza de la ciudad de Los Angeles con la aplicación de restricciones similares a otros aeropuertos.
6. Un análisis de la propuesta de restricción, de conformidad con la Sección 161.305, o un aviso anunciando donde el análisis está disponible para inspección pública.
La notificación y el plan preliminar del Estudio de la Parte 161 de LAX está disponible para inspección pública en los siguientes lugares, al empezar del 1 de noviembre de 2012:
• En línea: www.laxpart161.com/
• LAWA División Ambiental de Servicios de LAX - 7301 World Way West, Room 312, Los Angeles, CA 90045, de lunes a viernes, de 7:30 AM a 4:00 PM.
• Biblioteca Pública de Inglewood - 101 W. Manchester Blvd., Inglewood, CA 90301
• Biblioteca Pública del Condado de Los Angeles - 4359 Lennox Blvd., Lennox, CA 90304
• Mark Ridley Thomas Centro de Servicios de Constituyente - 8475 S. Vermont Ave., Los Angeles, CA 90044
• Westchester - Biblioteca de Loyola Village, 7114 W. Manchester Ave., Los Angeles, CA 90045
• Municipios dentro del área de estudio del ruido, cuales recibirán un disco electrónico de información, incluyen:

• Ciudad de Bell	• Ciudad de Huntington Park	• Rancho Palos Verdes
• Ciudad de Bellflower	• Ciudad de Inglewood	• Ciudad de Redondo Beach
• Ciudad de Bell Gardens	• Ciudad de Lakewood	• Rolling Hills Estates
• Ciudad de Carson	• Ciudad de Lawndale	• Ciudad de Rolling Hills
• Ciudad de Commerce	• Ciudad de Lomita	• Ciudad de Santa Monica
• Ciudad de Compton	• Ciudad de Los Angeles, Oficina del Alcalde	• Ciudad de Seal Beach
• Ciudad de Cudahy	• Ciudad de Lynwood	• Signal Hill
• Ciudad de Culver City	• Ciudad de Manhattan Beach	• Ciudad de South Gate
• Ciudad de Downey	• Ciudad de Maywood	• Ciudad de Torrance
• Ciudad de El Segundo	• Ciudad de Montebello	• Ciudad de Vernon
• Ciudad de Gardena	• Palos Verdes Estates	
• Ciudad de Hawthorne	• Ciudad de Paramount	
• Ciudad de Hermosa Beach		

Una invitación para dar comentarios sobre la propuesta de restricción y análisis, con un mínimo de 45 días para los comentarios.

LAWA aceptará comentarios sobre la propuesta de restricción y análisis hasta las 5 pm del 17 de diciembre de 2012. Los comentarios escritos deben entregarse a la dirección indicada en el punto 9.

8. Información sobre cómo solicitar una copia del texto completo de la restricción, incluyendo las sanciones por incumplimiento, y el análisis (si no está incluido en este aviso).
El texto completo de la restricción, incluyendo las excepciones y sanciones por incumplimiento se presenta en la Sección 3 del LAX Parte 161, el cual está disponible para inspección pública en los lugares indicados en el punto 6.
9. La dirección para entregar comentarios al operador del aeropuerto proponiendo la restricción, incluyendo la identificación de la persona de contacto.
Los comentarios pueden entregarse en línea en www.laxpart161.com/en/Comments.cfm o por escrito al siguiente contacto:
Mr. Scott Titro
Los Angeles World Airports
1 World Way, P.O. Box 92216
Los Angeles, CA 90009-2216
Email: laxpart161@lawa.org

L111-4225333



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312 E. Imperial Ave.
El Segundo, CA 90245
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PROOF OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the **El Segundo Herald**, a newspaper of general circulation, printed and published weekly in the City of **El Segundo**, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of **May 18, 1934**, Case Number **372819**; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

11/1/2012

All in the year

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at **El Segundo**, California,

this **1** day of **November 2012**

Signature

Code # H-23554

Los Angeles World Airports NOTICE OF PROPOSED AIRPORT USE RESTRICTION:

"RUNWAY USE RESTRICTION" at Los Angeles International Airport, Los Angeles, California

Los Angeles World Airports (LAWA) hereby provides notice of its proposal to establish a runway use restriction at Los Angeles International Airport (LAX) that restricts easterly departures of all aircraft with certain exemptions, between the hours of 12:00 midnight and 6:30 a.m. when LAX is in the "Over-Ocean" or "Westerly" operations mode.

Title 14 of the Code of Federal Regulations Part 161 (14 C.F.R. Part 161), "Notice and Approval of Airport Noise and Access Restrictions," defines analysis, notice, and approval requirements for airport operators proposing use restrictions that affect any aircraft shown to comply with 14 C.F.R. Part 36 - Stage 3 requirements. LAWA has prepared a report titled "Los Angeles International Airport Part 161 Application for Approval of a Runway Use Restriction" that addresses the requirements in full. This notification addresses Part 161.303(c) requirements for published and posted notices including the following information:

1. The name of the airport and associated cities and states:

Los Angeles International Airport, Los Angeles, California

2. A clear, concise description of the proposed restriction (and any alternatives, in order of preference), including a statement that it will be a mandatory Stage 3 restriction, and where the complete text of the restriction, and any sanctions for non-compliance, are available for public inspection:

The proposed restriction is a ban on all aircraft departures to the east, including but not limited to Stage 3 aircraft, with certain exemptions, from 12:00 midnight to 6:30 a.m. when the airport is in Over-Ocean or Westerly Operations. During these conditions, all aircraft will be permitted to depart to the west. Item 6 provides further details of public review opportunities.

3. A brief discussion of the specific need for, and goal of, the restriction.

To reduce the occurrence and frequency of nighttime awakenings for residents living near Los Angeles International Airport by eliminating non-conforming operations

between midnight and 6:30 a.m. when the airport is in Over-Ocean Operations or Westerly Operations.

4. Identification of the operators and the types of aircraft expected to be affected: Section 7 of the LAX 14 C.F.R. Part 161 application identifies the operators and types of aircraft affected. In summary, the restriction will affect any passenger, cargo, or general aviation aircraft, whose operators would, absent the restriction, seek between midnight and 6:30 a.m. to depart to the east when LAX is in Over-Ocean or Westerly Operations. Historical information indicates very few operations would be affected; in the 130-month period (nearly 11 years) from June 2000 through March 2010, 698 aircraft departures (for an average of 55/year) would have been affected if this rule had been in effect.

5. The proposed, effective date of the restriction, the proposed method of implementation (e.g., city ordinance, airport rule, lease or other document), and any proposed enforcement mechanism: The proposed effective date is estimated to be December 1, 2013. Implementation will be through a City of Los Angeles ordinance with enforcement similar to other airport restrictions.

6. An analysis of the proposed restriction, in accordance with Section 161.305, or an announcement regarding where the analysis is available for public inspection:

The Notice and Draft LAX Part 161 Study application and supporting materials will be available for public inspection beginning November 1, 2012 at the following locations:

On-line at www.laxpart161.com/
LAWA Environmental Services Division at LAX - 7301 World Way West, Room 312, Los Angeles, CA 90045, Monday through Friday, 7:30 AM to 4:00 PM

Inglewood Public Library - 101 W. Manchester Blvd., Inglewood, CA 90301
County of Los Angeles Public Library - 4359 Lennox Blvd., Lennox, CA 90304
Mark Ridley Thomas Constituent Services Center - 8475 S. Vermont Ave., Los Angeles, CA 90044

Westchester - Loyola Village Branch Library, 7114 W. Manchester Ave., Los Angeles, CA 90045

City Halls within the airport noise study area, which will receive an electronic copy on disk include:

7. An invitation to comment on the

- City of Bell
- City of Bellflower
- City of Bell Gardens
- City of Carson
- City of Commerce
- City of Compton
- City of Cudahy
- City of Culver City
- City of Downey
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- City of Huntington Park
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- City of Rolling Hills
- City of Santa Monica
- City of Seal Beach
- Signal Hill
- City of South Gate
- City of Torrance
- City of Vernon

proposed restriction and analysis, with a minimum 45-day comment period.

LAWA will accept comments on the proposed restriction and analysis until 5 p.m. on December 17, 2012. Written comments must be submitted to the addresses identified in item 9.

8. Information on how to request a copy of the complete text of the restriction, including any sanctions for non-compliance, and the analysis (if not included with this notice).

The complete text of the restriction, including any exemptions and sanctions for non-compliance is provided in Section 3 of the LAX 14 C.F.R. Part 161 Report, which will be available for public inspection

beginning November 1, 2012 at locations identified in item 6.

9. The address for submitting comments to the airport operator proposing the restriction, including identification of a contact person:

Comments may be submitted online at www.laxpart161.com/en/Comments.cfm or in writing to the following contact:

Mr. Scott Tatso
Los Angeles World Airports
1 World Way, P.O. Box 82216
Los Angeles, CA 90009-2216
Email: laxpart161@lawa.org
El Segundo Herald: 11/1/2012

H-23554

Daily Breeze

21250 HAWTHORNE BLVE, STE 170 * TORRANCE CALIFORNIA 90503-4077
Direct: (310) 543-6635 Fax: (310) 316-6827

PROOF OF PUBLICATION (201 5.5 C.C.P.)

STATE OF CALIFORNIA

County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the THE DAILY BREEZE

a newspaper of general circulation, printed and published

in the City of Torrance*
County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of County of Los Angeles, State of California, under the date of

June 10, 1974

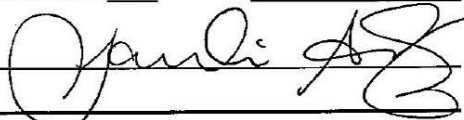
Case Number SWC7146
that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement there of on the following dates, to-wit

November 1,

all in the year 2012

the foregoing is true and correct.
Dated at Torrance

California, this 1 November 2012



*The Daily Breeze circulation includes the following cities:
Carson, Compton, Culver City, El Segundo, Gardena, Harbor City, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Long Beach, Manhattan Beach, Palos Verdes Peninsula, Palos Verdes, Rancho Palos Verdes, Rancho Palos Verdes Estates, Redondo Beach, San Pedro, Santa Monica, Torrance and Wilmington

DB 11-3 Los Angeles World Airports NOTICE OF PROPOSED AIRPORT USE RESTRICTION: "RUNWAY USE RESTRICTION"

at
Los Angeles International Airport, Los Angeles, California

Los Angeles World Airports (LAWA) hereby provides notice of its proposal to establish a runway use restriction of Los Angeles International Airport (LAX) that restricts easterly departures of all aircraft, with certain exemptions, between the hours of 12:00 midnight and 6:30 a.m. when LAX is in the "Over-Ocean" or "Westerly" operations mode.

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- Mark Ridley Thomas Constituent Services Center - 8475 S. Vermont Ave., Los Angeles, CA 90044
- Westchester - Loyola Village Branch Library, 7114 W. Manchester Ave., Los Angeles, CA 90045
- City Halls within the airport noise study area, which will receive an electronic copy on disk, include:

- City of Bell
- City of Bellflower
- City of Bell Gardens
- City of Carson
- City of Commerce
- City of Compton
- City of Cudahy
- City of Culver City
- City of Downey
- City of El Segundo
- City of Gardena
- City of Hawthorne
- City of Hermosa Beach
- City of Huntington Park
- City of Inglewood
- City of Lakewood

**PROOF OF PUBLICATION
(2015.5 C.C.)**

**This space is for the county Clerk's
Stamp**

STATE OF CALIFORNIA
County of Los Angeles

Los Angeles World Airports
**NOTICE OF PROPOSED AIRPORT USE RESTRICTION:
"RUNWAY USE RESTRICTION"**
At
Los Angeles International Airport, Los Angeles, California

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter.

I am the principal clerk of the printer of the California Crusader News a newspaper of general circulation, printed and published Weekly in the County of Los Angeles and which newspaper has been so adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the Case Number BS75313 date of September 30, 1998

That the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof following dates, to wit:

Date Pub: 11/1/12

I certify (or declare) under penalty of perjury that The foregoing is true and correct.
Dated at Hawthorne, California

This 1 day of November 2012

Signature
CALIFORNIA CRUSADER NEWS
11633 Hawthorne Blvd., Suite 211
Hawthorne, California 90250
Telephone (310) 673-5555 / (310) 679-2288
legal8

Los Angeles World Airports (LAWA) hereby provides notice of its proposal to establish a runway use restriction at Los Angeles International Airport (LAX) that restricts easterly departures of all aircraft, with certain exemptions, between the hours of 12:00 midnight and 6:30 a.m. when LAX is in the "Over-Ocean" or "Westerly" operations mode. Title 14 of the Code of Federal Regulations Part 161 (14 C.F.R. Part 161), "Notice and Approval of Airport Noise and Access Restrictions," defines analysis, notice, and approval requirements for airport operators proposing use restrictions that affect any aircraft shown to comply with 14 C.F.R. Part 36, Stage 3 requirements. LAWA has prepared a report titled "Los Angeles International Airport Part 161 Application for Approval of a Runway Use Restriction" that addresses the requirements in full. This notification addresses Part 161.303(c) requirements for published and posted notices including the following information:

- The name of the airport and associated cities and states: Los Angeles International Airport, Los Angeles, California
- A clear, concise description of the proposed restriction (and any alternatives, in order of preference), including a statement that it will be a mandatory Stage 3 restriction, and where the complete text of the restriction, and any sanctions for noncompliance, are available for public inspection: The proposed restriction is a ban on all aircraft departures to the east, including but not limited to Stage 3 aircraft, with certain exceptions, from 12:00 midnight to 6:30 a.m. when the airport is in Over-Ocean or Westerly Operations. During these conditions, all aircraft will be permitted to depart to the west. Item 6 provides further details on public review opportunities.
- A brief discussion of the specific need for, and goal of, the restriction: To reduce the occurrence and frequency of nighttime awakenings for residents living near Los Angeles International Airport by eliminating non-conforming operations between midnight and 6:30 a.m. when the airport is in Over-Ocean Operations or Westerly Operations.
- Identification of the operators and the types of aircraft expected to be affected: Section 7 of the LAX 14 C.F.R. Part 161 application identifies the operators and types of aircraft affected. In summary, this restriction will affect any passenger, cargo, or general aviation aircraft, whose operators would, absent the restriction, seek between midnight and 6:30 a.m. to depart to the east when LAX is in Over-Ocean or Westerly Operations. Historical information indicates very few operations would be affected; in the 100-month period (nearly 11 years) from June 2000 through March 2010, 699 aircraft departures (or an average of 65/year) would have been affected if this rule had been in effect.
- The proposed effective date of the restriction, the proposed method of implementation (e.g., city ordinance, airport rule, lease or other document), and any proposed enforcement mechanism: The proposed effective date is estimated to be December 1, 2013. Implementation will be through a City of Los Angeles ordinance with enforcement similar to other airport restrictions.
- An analysis of the proposed restriction, in accordance with Section 161.305, or an announcement regarding where the analysis is available for public inspection: The Notice and Draft LAX Part 161 Study application and supporting materials will be available for public inspection beginning November 1, 2012 at the following locations:
 - Online at www.laxpart161.com
 - LAWA Environmental Services Division at LAX - 7301 World Way West, Room 312, Los Angeles, CA 90045, Monday through Friday, 7:30 AM to 4:00 PM
 - Inglewood Public Library - 101 W. Manchester Blvd., Inglewood, CA 90301
 - County of Los Angeles Public Library - 4359 Lennox Blvd., Lennox, CA 90304
 - Mark Ridley Thomas Constituent Services Center - 5475 S. Vermont Ave., Los Angeles, CA 90044
 - Westchester - Loyola Village Branch Library, 7114 W. Manchester Ave., Los Angeles, CA 90045
 - City Halls within the airport noise study area, which will receive an electronic copy on disk, include:

- City of Bell
- City of Bellflower
- City of Bell Gardens
- City of Carson
- City of Commerce
- City of Compton
- City of Cudahy
- City of Culver City
- City of Downey
- City of El Segundo
- City of Gardena
- City of Hawthorne
- City of Hermosa Beach
- City of Huntington Park
- City of Inglewood
- City of Lakewood
- City of Lawndale
- City of Lemoore
- City of Los Angeles, Office of Mayor
- City of Lynwood
- City of Manhattan Beach
- City of Maywood
- City of Montebello
- Palms Verdes Estates
- City of Paramount
- Rancho Palms Verdes
- City of Redondo Beach
- Rolling Hills Estates
- City of Rolling Hills
- City of Santa Monica
- City of Seal Beach
- Signal Hill
- City of South Gate
- City of Torrance
- City of Vernon

- An invitation to comment on the proposed restriction and analysis, with a minimum 45-day comment period: LAWA will accept comments on the proposed restriction and analysis until 5 p.m. on December 17, 2012. Written comments must be submitted to the addresses identified in item 9.
- Information on how to request a copy of the complete text of the restriction, including any sanctions for noncompliance, and the analysis (if not included with this notice): The complete text of the restriction, including any exemptions and sanctions for non-compliance is provided in Section 3 of the LAX 14 C.F.R. Part 161 Report, which will be available for public inspection beginning November 1, 2012 at locations identified in item 6.
- The address for submitting comments to the airport operator proposing the restriction, including identification of a contact person: Comments may be submitted online at www.laxpart161.com/en/Comments.cfm or in writing to the following contact:

Mr. Scott Tatro
Los Angeles World Airports
1 World Way, P.O. Box 32216
Los Angeles, CA 90006-2216
Email: laxpart161@lawa.org

PUB: 11/1/2012
LAX NOTICE-1
CCN

Palos Verdes Peninsula News

21250 Hawthorne Blvd, Ste 170, Torrance, CA 90503

PROOF OF PUBLICATION (201 5.5 C.C.P.)

STATE OF CALIFORNIA
County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the chief legal advertising clerk of the publisher of the

PALOS VERDES PENINSULA NEWS

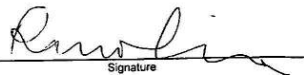
a newspaper of general circulation, printed and published weekly in the City of Rolling Hills Estate County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of County of Los Angeles, State of California, under the date of February 15, 1977 Case Number C824957, that the notice of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

November 1, _____

all in the year 2012

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Rolling Hills Estates, California
this 01. of November


Signature

RVR Item No. 10746 Los Angeles World Airports NOTICE OF PROPOSED AIRPORT USE RESTRICTIONS: "RUNWAY USE RESTRICTION"

Los Angeles International Airport, Los Angeles, California
This Los Angeles World Airports (LAWA) hereby provides notice of its proposal to establish a runway use restriction at Los Angeles International Airport (LAX) that restricts easterly departures of aircraft, with certain exceptions, between the hours of 12:00 midnight and 6:30 a.m. when LAX is in the "Over-Ocean" or "Western" operations mode.

- 1. The name of the airport and associated cities and states: Los Angeles International Airport, Los Angeles, California
- 2. A title, concise description of the proposed restriction (and any alternatives, in order of preference), including a statement that it will be a mandatory Stage 3 restriction, and where the complete text of the restriction, and any sanctions for non-compliance, are available for public inspection.
- 3. A brief discussion of the specific need for, and goal of, the restriction.
- 4. Identification of the operators and the types of aircraft expected to be affected.

Public Notice

The operators and types of aircraft affected. In summary, the restriction will affect any passenger, cargo, or general aviation aircraft, whose operations would, absent the restriction, occur between midnight and 6:30 a.m. to depart to the east when LAX is in Over-Ocean or Western Operations. Historical information indicates very few operations would be affected; in the 12-month period (nearly 11 years) from June 2000 through March 2010, 699 aircraft departures (or an average of 66/year) would have been affected if this rule had been in effect.

- 5. The proposed effective date of the restriction, the proposed method of implementation (e.g., city ordinance, airport rule, lease or other document), and any proposed enforcement mechanisms.
- 6. An analysis of the proposed restriction in accordance with Section 161.305, or an announcement regarding where the analysis is available for public inspection.

- Office of Transportation Administration
- LAWA Environmental Services Division at LAX - 7201 World Way West, Room 312, Los Angeles, CA 90045, Monday through Friday, 12:00 PM to 4:00 PM
- Inglewood Public Library - 101 W. Manchester Blvd., Inglewood, CA 90301
- County of Los Angeles Public Library - 4339 Lomax Blvd., Lomax, CA 90504
- Mark Ridley Thomas Consultant Services Center - 8475 S. Vermont Ave., Los Angeles, CA 90004
- Westchester - Loyola Village Branch Library, 7114 W. Manchester Ave., Los Angeles, CA 90045
- City Halls within the airport noise study area, which will receive an electronic copy on disk, include:

- City of Bell
- City of Bellflower
- City of Bell Gardens
- City of Cerritos
- City of Commerce
- City of Compton
- City of Culver City
- City of Downey
- City of El Segundo
- City of Gardena
- City of Hawthorne
- City of Hermosa Beach
- City of Huntington Park
- City of Inglewood
- City of Lakewood
- City of Lawndale
- City of Lomita
- City of Los Angeles, Office of Mayor
- City of Lynwood
- City of Manhattan Beach
- City of Maywood
- City of Montebello
- Palos Verdes Estates
- City of Paramount
- Rancho Palos Verdes
- City of Redondo Beach
- Rolling Hills Estates
- City of Rolling Hills
- City of Santa Monica
- City of Seal Beach
- Signal Hill
- City of South Gate
- City of Torrance
- City of Vernon

- 7. An invitation to comment on the proposed restriction and analysis, with a minimum 45-day comment period. LAWA will accept comments on the proposed restriction and analysis until 5 p.m. on December 17, 2012. Written comments must be submitted to the addresses identified in Item 8.
 - 8. Information on how to request a copy of the complete text of the restriction, including any sanctions for non-compliance, and the analysis (if not included with this notice).
 - 9. The address for submitting comments to the airport operator proposing the restriction, including identification of a contact person.
- Comments may be submitted online at www.laxair161.com/airCommuna.htm or in writing to the following contact:
- At: State Room
Los Angeles World Airports
1 World Way, P.O. Box 92218
Los Angeles, CA 90009-2218
Email: laxair161@lawa.org

Published in Palos Verdes Peninsula News on Nov 1, 2012

Woman Waters is going to out for improving education
For granted that Congress is

Page 10 Inglewood Today November 1, 2012

<h2 style="margin: 0;">Vote YES on Measure GG</h2> <h3 style="margin: 0;">Nov. 6th, 2012</h3> <p style="margin: 0;">Los Angeles World Airports</p>	<p>New Charter School Wins Appeal to Remain in Inglewood <i>(Continued from page 8)</i></p> <p>ditional IUSD students choose to attend ECMS-1. The amount represents a loss of \$5,214 ADA per student."</p> <p>school will be next fall.</p>
	<p>Insulate Now or Die Trying <i>(Continued from page 9)</i></p> <p>"I think it's a poor idea. There's enough stores where people can get liquor. We don't need any more liquor establishments in this city," a woman said. One man wants also-</p>
	<p>310-384-4266</p>

Los Angeles World Airports
NOTICE OF PROPOSED AIRPORT USE RESTRICTION: "RUNWAY USE RESTRICTION"
at Los Angeles International Airport, Los Angeles, California

Los Angeles World Airports (LAWA) hereby provides notice of its proposal to establish a runway use restriction at Los Angeles International Airport (LAX) that restricts easterly departures of all aircraft, with certain exemptions, between the hours of 12:00 midnight and 6:30 a.m. when LAX is in the "Over-Ocean" or "Westerly" operations mode.

Title 14 of the Code of Federal Regulations Part 161 (14 C.F.R. Part 161), "Notice and Approval of Airport Noise and Access Restrictions," defines analysis, notice, and approval requirements for airport operators proposing use restrictions that affect any aircraft shown to comply with 14 C.F.R. Part 36 Stage 3 requirements. LAWA has prepared a report titled "Los Angeles International Airport Part 161 Application for Approval of a Runway Use Restriction" that addresses the requirements in full.

This notification addresses Part 161.303(c) requirements for published and posted notices including the following information:

- The name of the airport and associated cities and states:**
Los Angeles International Airport, Los Angeles, California.
- A clear, concise description of the proposed restriction (and any alternatives, in order of preference), including a statement that it will be a mandatory Stage 3 restriction, and where the complete text of the restriction, and any sanctions for noncompliance, are available for public inspection:**
The proposed restriction is a ban on all aircraft departures to the east, including but not limited to Stage 3 aircraft, with certain exemptions, from 12:00 midnight to 6:30 a.m. when the airport is in "Over-Ocean" or "Westerly" Operations. During these conditions, all aircraft will be permitted to depart to the west. Item 6 provides further details on public review opportunities.
- A brief discussion of the specific need for, and goal of, the restriction.**
To reduce the occurrence and frequency of nighttime awakenings for residents living near Los Angeles International Airport by eliminating non-conforming operations between midnight and 6:30 a.m. when the airport is in Over-Ocean Operations or Westerly Operations.
- Identification of the operators and the types of aircraft expected to be affected:**
Section 7 of the LAX 14 C.F.R. Part 161 application identifies the operators and types of aircraft affected. In summary, the restriction will affect any passenger, cargo, or general aviation aircraft, whose operators would, absent the restriction, seek between midnight and 6:30 a.m. to depart to the east when LAX is in Over-Ocean or Westerly Operations. Historical information indicates very few operations would be affected; in the 130-month period (nearly 11 years) from June 2000 through March 2010, 699 aircraft departures (or an average of 65/year) would have been affected if this rule had been in effect.
- The proposed effective date of the restriction, the proposed method of implementation (e.g., city ordinance, airport rule, lease or other document), and any proposed enforcement mechanism:**
The proposed effective date is estimated to be December 1, 2013. Implementation will be through a City of Los Angeles ordinance with enforcement similar to other airport restrictions.
- An analysis of the proposed restriction, in accordance with Section 161.305, or an announcement regarding where the analysis is available for public inspection:**
The Notice and Draft LAX Part 161 Study application and supporting materials will be available for public inspection beginning November 1, 2012 at the following locations:
 - On-line at www.laxpart161.com/
 - LAWA Environmental Services Division at LAX - 7301 World Way West, Room 312, Los Angeles, CA 90045, Monday through Friday, 7:30 AM to 4:00 PM
 - Inglewood Public Library - 101 W. Manchester Blvd., Inglewood, CA 90301
 - County of Los Angeles Public Library - 4359 Lennox Blvd., Lennox, CA 90304
 - Mark Ridley Thomas Constituent Services Center - 8475 S. Vermont Ave., Los Angeles, CA 90044
 - Westchester - Loyola Village Branch Library, 7114 W. Manchester Ave., Los Angeles, CA 90045
 - City Halls within the airport noise study area, which will receive an electronic copy on disk, include:
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 - City of Bell Gardens
 - City of Carson
 - City of Commerce
 - City of Compton
 - City of Cudahy
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 - City of Downey
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 - City of Huntington Park
 - City of Inglewood
 - City of Lakewood
 - City of Lawndale
 - City of Lomita
 - City of Los Angeles, Office of Mayor
 - City of Lynwood
 - City of Manhattan Beach
 - City of Maywood
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 - City of Paramount
 - Rancho Palos Verdes
 - City of Redondo Beach
 - Rolling Hills Estates
 - City of Rolling Hills
 - City of Santa Monica
 - City of Seal Beach
 - Signal Hill
 - City of South Gate
 - City of Torrance
 - City of Vernon

7. **An invitation to comment on the proposed restriction and analysis, with a minimum 45-day comment period:**
LAWA will accept comments on the proposed restriction and analysis until 5 p.m. on December 17, 2012. Written comments must be submitted to the addresses identified in item 8.

8. **Information on how to request a copy of the complete text of the restriction, including any sanctions for noncompliance, and the analysis (if not included with this notice):**
The complete text of the restriction, including any exemptions and sanctions for non-compliance is provided in Section 3 of the LAX-14 C.F.R. Part 161 Report, which will be available for public inspection beginning November 1, 2012 at locations identified in item 6.

9. **The address for submitting comments to the airport operator proposing the restriction, including identification of a contact person:**
Comments may be submitted online at www.laxpart161.com/en/Comments.cfm or in writing to the following contact:
Mr. Scott Tatro
Los Angeles World Airports
1 World Way, P.O. Box 92216
Los Angeles, CA 90009-2216
Email: laxpart161@lawa.org

Los Angeles World Airports
**NOTICE OF PROPOSED AIRPORT USE RESTRICTION:
"RUNWAY USE RESTRICTION"**

at
Los Angeles International Airport, Los Angeles, California

Los Angeles World Airports (LAWA) hereby provides notice of its proposal to establish a runway use restriction at Los Angeles International Airport (LAX) that restricts easterly departures of all aircraft, with certain exemptions, between the hours of 12:00 midnight and 6:30 a.m. when LAX is in the "Over-Ocean" or "Westerly" operations mode. Title 14 of the Code of Federal Regulations Part 161 (4 C.F.R. Part 161), "Notice and Approval of Airport Noise and Access Restrictions," defines analysis, notice, and approval requirements for airport operators proposing use restrictions that affect any aircraft shown to comply with 14 C.F.R. Part 36 Stage 3 requirements. LAWA has prepared a report titled "Los Angeles International Airport Part 161 Application for Approval of a Runway Use Restriction" that addresses the requirements in full. This notification addresses Part 161.303(c) requirements for published and posted notices including the following information:

1. The name of the airport and associated cities and states;

Los Angeles International Airport, Los Angeles, California

2. A clear, concise description of the proposed restriction (and any alternatives, in order of preference), including a statement that it will be a mandatory Stage 3 restriction, and where the complete text of the restriction, and any sanctions for noncompliance, are available for public inspection.

The proposed restriction is a ban on all aircraft departures to the east, including but not limited to Stage 3 aircraft, with certain exemptions, from 12:00 midnight to 6:30 a.m. when the airport is in Over-Ocean or Westerly Operations. During these conditions, all aircraft will be permitted to depart to the west. Item 6 provides further details on public review opportunities.

3. A brief discussion of the specific need for, and goal of, the restriction.

To reduce the occurrence and frequency of nighttime awakenings for residents living near Los Angeles International Airport by eliminating non-conforming operations between midnight and 6:30 a.m. when the airport is in Over-Ocean Operations or Westerly Operations.

4. Identification of the operators and the types of aircraft expected to be affected.

Section 7 of the LAX 14 C.F.R. Part 161 application identifies the operators and types of aircraft affected. In summary, the restriction will affect any passenger, cargo, or general aviation aircraft, whose operators would, absent the restriction, seek between midnight and 6:30 a.m. to depart to the east when LAX is in Over-Ocean or Westerly Operations. Historical information indicates very few operations would be affected; in the 130-month period (nearly 11 years) from June 2000 through March 2010, 699 aircraft departures (or an average of 65/year) would have been affected if this rule had been in effect.

5. The proposed effective date of the restriction, the proposed method of implementation (e.g., city ordinance, airport rule, lease or other document), and any proposed enforcement mechanism; The proposed effective date is estimated to be December 1, 2013. Implementation will be through a City of Los Angeles ordinance with enforcement similar to other airport restrictions.

6. An analysis of the proposed restriction, in accordance with Section 161.305, or an announcement regarding where the analysis is available for public inspection;

The Notice and Draft LAX Part 161 Study application and supporting materials will be available for public inspection beginning November 1, 2012 at the following locations:

- On-line at www.laxpart161.com/
- LAWA Environmental Services Division at LAX - 7301 World Way West, Room 312, Los Angeles, CA 90045, Monday through Friday, 7:30 AM to 4:00 PM
- Inglewood Public Library - 101 W. Manchester Blvd., Inglewood, CA 90301
- County of Los Angeles Public Library - 4559 Lennox Blvd., Lennox, CA 90304
- Mark Ridley Thomas Consultant Services Center - 8475 S. Vermont Ave., Los Angeles, CA 90044
- Widestecher - Loyola Village Branch Library, 7114 W. Manchester Ave., Los Angeles, CA 90045
- City Halls within the airport noise study area, which will receive an electronic copy on disk, include:

- | | |
|-------------------------|--------------------------------------|
| City of Bell | City of Los Angeles, Office of Mayor |
| City of Bellflower | City of Lynwood |
| City of Bell Gardens | City of Manhattan Beach |
| City of Carson | City of Maywood |
| City of Commerce | City of Montebello |
| City of Compton | Palos Verdes Estates |
| City of Cudahy | City of Paramount |
| City of Culver City | Rancho Palos Verdes |
| City of Downey | City of Redondo Beach |
| City of El Segundo | Rolling Hills Estates |
| City of Gardena | City of Rolling Hills |
| City of Hawthorne | City of Santa Monica |
| City of Hermosa Beach | City of Seal Beach |
| City of Huntington Park | Signal Hill |
| City of Inglewood | City of South Gate |
| City of Lakewood | City of Torrance |
| City of Lawndale | City of Vernon |
| City of Long Beach | |

7. An invitation to comment on the proposed restriction and analysis, with a minimum 45-day comment period;

LAWA will accept comments on the proposed restriction and analysis until 5 p.m. on December 17, 2012. Written comments must be submitted to the addresses identified in Item 8.

8. Information on how to request a copy of the complete text of the restriction, including any sanctions for noncompliance, and the analysis (if not included with this notice);

The complete text of the restriction, including any exemptions and sanctions for non-compliance is provided in Section 3 of the LAX 14 C.F.R. Part 161 Report, which will be available for public inspection beginning November 1, 2012 at locations identified in Item 6.

9. The address for submitting comments to the airport operator proposing the restriction, including identification of a contact person.

Comments may be submitted online at www.laxpart161.com/en/Comments.cfm or in writing to the following contact:

Mr. Scott Tatro
Los Angeles World Airports
1 World Way, P.O. Box 92216
Los Angeles, CA 90009-2216

0010
REAL NOTICES

A25
November 1 - November 7, 2012

property. You are
need to investigate the
the priority and
including liens that may
in this property by
title. The county
or a price or a title
or attorney, either of
may charge you a fee for
information. If you consent
if these resources, you
be aware that the lender
old more than one
or deed of trust on
property. NOTICE TO
PROPERTY OWNER The sale
shown on this notice of
may be postponed one or
more by the mortgagee,
party, trustee, or a court,
it to Section 2924g of
the Civil Code. The
subject that information
is available to the
interested parties. All
statements be made
able to you and to the
the sale. If you
want to know whether your
sale has been postponed,
cable, the rescheduled
date for the sale of
property, you may call 1-
81-821-9 or visit this
site. Web site:
www.recontrust.com, using
number assigned to this
sale. No. 12-008520-
0010. Information about
statements that are very
in duration or that occur
in time to the scheduled
may not immediately be
ad in the telephone
office or on the Internet
site. The best way to
postponement
restriction is to attend the
used sale. RECONTRUST
PANY, N.A. 1800 Tappan
RD., Suite 4014-01-84
VALLEJO, CA 94033
(925) 281-6218. Fax:
(925) 287-6599. By
Sale Officer
TRUST COMPANY
is a debt collector
trying to collect a debt.
Information obtained will
used for this purpose. A-
161
2012.11/15/2012
11/8 11/15/12
11/8 11/15/12
WEEKLY

Our Weekly CLASSIFIEDS

DE OF TRUSTEE'S SALE
e. 12-0084204 Doc ID
1802938620000
12-0084204-01-84
11/15/2012
No. 12-008520-
0010. YOU ARE IN
ULT UNDER A DEED OF
ST. DATED 08/18/2007.
ESS YOU TAKE ACTION
PROTECT
PROPERTY, IT MAY BE SOLD
PUBLIC SALE. IF YOU
AN EXPLANATION OF
NATURE OF THE
DEEDING AGAINST YOU,
SHOULD CONTACT A
YER. Notice is hereby
that RECONTRUST
PANY, N.A., as duly
ined trustee pursuant to
eed of Trust executed by
LE ALOP EDQUID, AND
LE ELACION EDQUID,
BAND AND WIFE AS
IT TENANTS, dated
8/20/07 and recorded
2007, as Instrument No.
219870, in Book, Page
three Records in the office
County Recorder of Los
Angeles County, State of
California, will sell on
11/27/12 at 9:00AM,
Sycamore Road, Los Angeles,
California 90045, at the
highest bidder, the sum
of check as described
in, payable in full at time of
all right, title, and interest
owed to and now held by it
at said Deed of Trust, in the
party, situated in said
City and State and as more
described in the above
captioned Deed of Trust. The
set address and other
man designation, if any, of
real property described
is as purported to be 308
22ND ST, CARSON, CA
945. The undersigned
free discloses any liability
any inaccuracy of the
set address and other
man designation, if any,
in health. The total amount
the unpaid balance with
interest thereon as of the

CELES SENTINEL CLASSIFIED

THURSDAY NOVEMBER 01, 2012

GENERAL MANAGER
A Facility Association
Asks General Manager
for extensive mgmt. exp.
in union, political,
assaults, or non-profit
association. Excellent
salary & benefits package
for job requirements and
application procedure visit
CA Employment Opps
WWW.caifac.org

620 Real Estate Financing
REVERSE MORTGAGE FHA INSURED
For Senior Home Owners 62+ Equity required No payments
Call Tom (951) 675-106

COMMERCIAL STORE FOR RENT WITH JUNG QUARTER
12750s, 1078 W. Dianna Bl. (213) 718-7225

OFFICE FOR RENT
Office space, conference room, kitchen. Starting \$95 on Fri. in Glendale (310) 488-2879 (323) 833-2889

OFFICE SPACE FOR LEASE
CITY OF HAWTHORNE located on Major A & A REALTY (310) 978-1033

Real Estate for Sale
BOPM, 2 BATH
Sq. Ft. 249 W. L.A. CA 90003
Mr. Mays (323) 942-8189 (818) 419-9797

860 Electrical
Troubleshooting, Electrical Repairs for Res. & Citizen Dis.

24 HRS SERV.
(323) 770-8663
(213) 999-2912
(800) 994-7894
Jill Fernandez (310) 477-1792

800 Gardening Services
ENRICHERS AND SCAPING
Tree Removal, Irrigation Systems, Lawn Care, Grass Replacement

minimum experience
direct care services to persons with developmental disabilities. Minimum of 12 years hands-on case management. Health clearance, fingerprint clearance from FBI and DOJ valid. California driver's license, proof of auto insurance, copy of driving record, DSP 1 & 2, and valid certification first aid/CPR certificate, and minimum 12 hours continuing education per year are required. Strong computer and bilingual skills are a plus.
Duties: Monitor and manage case load; monitor technical support staff; write and prepare reports, case notes, weekly, monthly, annually, etc.; conduct orientation and on-going training; follow up and follow through with all medical needs and medication monitoring; serve as liaison between home providers, agency and regional center; intake review and assessment; conduct home inspections; monthly home visits; initial certification and annual re-certification of quality of care; ensure compliance requirements of Title 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.
Fax to (323) 291-0769, between 11:00 am to 2:00 pm Attention: Carla

Title: International Business Development Consultant
Company: Phoenix Engineering Company, Inc.
Location: International Business Development Consultant position in various locations in California, CA and various unanticipated client assignments.
Position Description: Duties: The candidate will plan, develop, execute and manage sales processes for expansion in multinational markets including selling, channel and partnership development, business development, and client acquisition.
Education: Bachelor's Degree in Engineering, Mathematics or foreign equivalent and 3 years experience as International Business Development Manager or Product Manager, or Bachelor's degree in Engineering, Mathematics or foreign equivalent and 5 years progressive experience as International Business Development Manager or Product Manager.
Experience must include above described duties.
Email resume to: shah@phoenixengineering.com

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Los Angeles World Airports
NOTICE OF PROPOSED AIRPORT USE RESTRICTION: "RUNWAY USE RESTRICTION"
At
Los Angeles International Airport, Los Angeles, California
Los Angeles World Airports (LAWA) hereby provides notice of its proposal to establish a runway use restriction at Los Angeles International Airport (LAX) that restricts eastward departures of all aircraft, with certain exceptions, between the hours of 12:00 midnight and 6:30 a.m. when LAX is in the "Over-Ocean" or "Westerly" operations mode.
Title 14 of the Code of Federal Regulations Part 161 (14 C.F.R. Part 161), "Notice and Approval of Airport Noise and Access Restrictions," defines analysis, notice, and approval requirements for Airport operators proposing use restrictions that affect any airport shown to comply with 14 C.F.R. Part 161 Stage 3 requirements. LAWA has prepared a report titled "Los Angeles International Airport Part 161 Application for Approval of a Runway Use Restriction" that addresses the requirements in full.
This notification addresses Part 161.103(c) requirements for published and posted notices including the following information:
1. The name of the airport and associated cities and states:
Los Angeles International Airport, Los Angeles, California
2. A clear, concise description of the proposed restriction (and any alternative, in order of preference), including a statement that it will be a mandatory Stage 3 restriction, and where the complete text of the restriction, and any sections for non-compliance, are available for public inspection.
The proposed restriction is a ban on all aircraft departures to the east, including but not limited to Stage 3 aircraft, with certain exceptions, from 12:00 midnight to 6:30 a.m. when the airport is in Over-Ocean or Westerly Operations. During these conditions, all aircraft will be permitted to depart to the west. Item 6 provides further details on public review opportunities.
3. A brief discussion of the specific need for and goal of the restriction.
To reduce the occurrence and frequency of nighttime overflights for residential living near Los Angeles International Airport by eliminating non-comforming operations between midnight and 6:30 a.m. when the airport is in Over-Ocean Operations or Westerly Operations.
4. Identification of the operators and the types of aircraft expected to be affected.
Section 7 of the LAX 14 C.F.R. Part 161 application identifies the operators and types of aircraft affected. In summary, the restriction will affect any passenger, cargo, or general aviation aircraft, whose operations would occur between midnight and 6:30 a.m. to depart to the east when LAX is in Over-Ocean or Westerly Operations. Historical information indicates very few operations would be affected; in the 130-month period (nearly 11 years) from June 2000 through March 2010, 699 local departures for an average of 66/year would have been affected if this rule had been in effect.
5. The proposed effective date of the restriction, the proposed method of implementation (e.g., city ordinance, airport rule, lease or other document), and any proposed enforcement mechanism.
The proposed effective date is estimated to be December 1, 2013. Implementation will be through a City of Los Angeles ordinance with enforcement similar to other airport restrictions.
6. An analysis of the proposed restriction, in accordance with Section 161.305, or an announcement regarding where the analysis is available for public inspection.
The Notice and Draft LAX Part 161 Study application and supporting materials will be available for public inspection beginning November 1, 2012 at the following locations:
• Online at www.laxpart161.com
• LAWA Environmental Services Division at LAX - 7301 West Way West, Room 212, Los Angeles, CA 90045, Monday through Friday, 7:30 AM to 4:00 PM
• Inglewood Public Library - 101 W. Manchester Blvd., Inglewood, CA 90301
• County of Los Angeles Public Library - 4355 Lenox Blvd., Lenox, CA 90294
• Mark Ridley Thomas Continuum Services Center - 8425 S. Vermont Ave., Los Angeles, CA 90044
• Westchester - Loyola Village Branch Library, 7114 W. Manchester Ave., Los Angeles, CA 90045
City Halls within the airport noise study area, which will receive an electronic copy on disk, including:
• City of Bell
• City of Bellflower
• City of Bell Gardens
• City of Cerritos
• City of Compton
• City of Culver City
• City of Downey
• City of Gardena
• City of Hawthorne
• City of Hermosa Beach
• City of Huntington Park
• City of Inglewood
• City of Lakewood
• City of Lawndale
• City of Long Beach
• City of Los Angeles, Office of Mayor
• City of Lynwood
• City of Manhattan Beach
• City of Maywood
• City of Montebello
• Palms Verdes Estates
• City of Paramount
• Rancho Palms Verdes
• City of Redondo Beach
• Signal Hill
• Rolling Hills Estates
• City of Rolling Hills
• City of Santa Monica
• City of San Pedro
• City of South Gate
• City of Torrance
• City of Van Nuys
• City of Watts

1. A restriction to comment on the proposed restriction and analysis, with a minimum 45-day comment period.
LAWA will accept comments on the proposed restriction and analysis until 5 a.m. on December 17, 2012. Written comments must be submitted to the addresses identified in Item 6.
2. Information on how to request a copy of the complete text of the restriction, including any sections for non-compliance, and the analysis (if not included with this notice).
The complete text of the restriction, including any exceptions and sections for non-compliance is provided in Section 3 of the LAX 14 C.F.R. Part 161 Report, which will be available for public inspection beginning November 1, 2012 at locations identified in Item 6.
3. The address for submitting comments to the airport operator proposing the restriction, including identification of a contact person.
Comments may be submitted online at www.laxpart161.com/for-comments or in writing to the following contact:
Mr. Scott Lewis
Los Angeles World Airports
World Way, P.O. Box 92216
Los Angeles, CA 90009-2216
Email: laxpart161@lawa.com
LAWA's website is www.laxpart161.com

Media Release for Notice and Public Workshop



Los Angeles World Airports

P.O.Box 92216
Los Angeles CA 90009-2216
www.lawa.aero

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News Release

CONTACT: Marshall Lowe
(424) 646-5260

PUBLIC REVIEW, WORKSHOP SET FOR COMPLETED LAX PART 161 NOISE STUDY

(Los Angeles, California – October 25, 2012) Los Angeles World Airports (LAWA) has completed its LAX Part 161 Study and is releasing the draft application for public review and comment. The public review and comment period begins November 1 and ends December 17. A public workshop will be held on November 13 from 6 p.m. to 9 p.m. at the Flight Path Learning Center, 6661 West Imperial Highway, Los Angeles.

The draft application is the final work product of the Part 161 Study and includes documentation and support materials to justify approval of the proposed runway use restriction by the Federal Aviation Administration (FAA).

The LAX Part 161 Study is an attempt to restrict the easterly departure of all aircraft at Los Angeles International Airport with certain limited exemptions, between midnight and 6:30 a.m. when the airport is in over-ocean operations, or when it is in westerly operation during these hours. This would reduce the nighttime noise burden for communities most affected by non-conforming easterly departures during this time. The proposed restriction would not be in effect when LAX is in easterly operations.

The LAX Part 161 Study is a technical and legal document that will be submitted to the FAA in January requesting a waiver of the federal pre-emption and authorization to implement the proposed restriction.

The Notice of Proposed Restriction and the Part 161 application analysis report will be available for public review beginning November 1 at the following locations:

-more-

LAX Part 161 Study ... Page 2 of 2

- On-line at www.laxpart161.com
- LAWA Environmental Services Division at LAX – 7301 World Way West, Room 312, Los Angeles, CA, 90045, Monday through Friday, 7:30 a.m. to 4:00 p.m.
- Inglewood Public Library – 101 W. Manchester Blvd., Inglewood, CA 90301
- County of Los Angeles Public Library – 4359 Lennox Blvd., Lennox, CA 90304 Mark Ridley Thomas Constituent Services Center - 8475 S. Vermont Ave., Los Angeles, CA 90044
- Westchester – Loyola Village Branch Library, 7114 W. Manchester Ave., Los Angeles, CA 90045

Interested persons wishing to comment on the LAX Part 161 Study may do so by one of the following methods:

- Submit written comments at the public workshop on November 13
- Submit written comments via the Online Comment Form of the LAX Part 161 web page <http://www.laxpart161.com/en/Comments.cfm>
- In writing to: Scott Tatro, Los Angeles World Airports, Environmental Services Division, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-22216
- Written comments by e-mail to laxpart161@lawa.org

Once the application is submitted to the FAA, the FAA has 180 days to complete its review and approve or disapprove the application. During the review period, FAA will open a public docket and accept written comments for a 45-day period.

If the application is approved, LAWA would initiate the ordinance approval process, which requires an environmental analysis under the California Environmental Quality Act. Upon completion of the analysis, the proposed ordinance would be submitted for approval to the Board of Airport Commissioners and then transmitted to the Los Angeles City Council for approval and ordinance enactment.

For further information regarding the LAX Part 161 Study, contact Scott Tatro, Environmental Services Division, at (424) 646-6499.

#####

K-file>word>releases>LAX>2012>LAX Part 161 Study

Written Notice and Public Workshop Information sent to Government Officials

	U.S. Senate		City of Bell
Senator	Barbara Boxer	Mayor	Ali Saleh
Senator	Dianne Feinstein	Vice Mayor	Violeta Alvarez
		Councilman	Danny Harber
		Councilwoman	Ana Maria Quintana
	U.S. Congress	Councilman	Nestor Valencia
Congressman	Henry Waxman	City Manager	Doug Willmore
Congressman	Xavier Becerra		
Congresswoman	Judy Chu		City of Bellflower
Congresswoman	Karen Bass	Mayor	Dan Koops
Congresswoman	Lucille Roybal-Allard	Mayor Pro Tem	Raymond Dunton
Congresswoman	Maxine Waters	Councilmember	Scott Larsen
Congresswoman	Janice Hahn	Councilmember	Sonny Santa Ines
Congresswoman	Laura Richardson		
Congresswoman	Grace Napolitano		City of Bell Gardens
Congresswoman	Linda Sanchez	Mayor	Pedro Aceituno
	County of Los Angeles	Mayor Pro Tem	Sergio Infanzon
District Attorney	Steve Cooley	Councilmember	Daniel Crespo
Supervisor	Gloria Molina	Councilmember	Priscilla Flores
Supervisor	Mark Ridley-Thomas	Councilmember	Jennifer Rodriguez
Supervisor	Zev Yaroslavsky	City Manager	Phillip Wagner
Supervisor	Don Knabe		
Supervisor	Michael D. Antonovich		City of Carson
	City of Los Angeles	Mayor	Jim Dear
Mayor	Antonio Villaraigosa	Councilmember	Elito Santarina
Councilmember	Ed Reyes	Councilmember	Julie Ruiz-Raber
Councilmember	Paul Krekorian	Councilmember	Lula Davis-Holmes
Councilmember	Dennis Zine	Councilmember	Mike Gipson
Councilmember	Tom LaBonge		
Councilmember	Paul Koretz		City of Commerce
Councilmember	Tony Cardenas	Mayor	Lilia Leon
Councilmember	Richard Alarcon	Mayor Pro Tem	Tina Baca Del Rio
Councilmember	Bernard Parks	Councilmember	Jose Aguilar
Councilmember	Jan Perry	Councilmember	Ivan Alatomirano
Councilmember	Herb Wesson	Councilmember	Denise Robles
Councilmember	Bill Rosendahl	City Administrator	Jorge Rifa
Councilmember	Mitch Englander		
Councilmember	Eric Garcetti		City of Compton
Councilmember	Jose Huizar	Mayor	Eric Perrodin
Councilmember	Joe Buscaino	Councilmember	Janna Zurita
City Controller	Wendy Greuel	Councilmember	Lillie Dobson
City Attorney	Carmen Trutanich	Councilmember	Yvonne Arceneaux
		Councilmember	Dr. Willie Jones
			City of Cudahy
		Mayor	Frank Gurulé

Councilmember Jack Guerrero
Councilmember Josue Barrios
Councilmember Juan Romo
City Manager Hector Rodriguez

City of Culver City

Mayor Andrew Weissman
Vice Mayor Jeffrey Cooper
Councilmember Jim Clarke
Councilmember Meghan Sahli-Wells
Councilmember Micheál O'Leary
City Manager John Nachbar

City of Downey

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Mayor Pro Tem Fernando Vasquez
Councilmember David Gafin
Councilmember Mario Guerra
Councilmember Luis Marquez

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Mayor Carl Jacobson
Mayor Pro Tem Bill Fisher
Councilmember Marie Fellhauer
Councilmember Dave Atkinson
Councilmember Suzanne Fuentes

City of Gardena

Mayor Paul K. Tanaka
Mayor Pro Tem Tasha Cerda
Councilmember Rachel Johnson
Councilmember Ronald K. Ikejiri
Councilmember Dan Medina

City of Hawthorne

Mayor Daniel Juarez
Councilmember Alex Vargas
Councilmember Angie English
Councilmember Nilo Michelin
Councilmember Olivia Valentine

City of Hermosa Beach

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Mayor Pro Tem Patrick Bobko
Councilmember Howard Fishman
Councilmember Michael DiVirgilio
Councilmember Peter Tucker
City Manager Stephen Burrell

City of Huntington Park

Mayor Andy Molina
Vice Mayor Mario Gomez
Vice Mayor Elba Guerrero
Councilmember Ofelia Hernandez
Councilmember Rosa Perez

City of Inglewood

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Councilmember Michael Stevens
Councilmember Judy Dunlap
Councilmember Eloy Morales, Jr.
Councilmember Ralph Franklin

City of Lakewood

Mayor Diane DuBois
Vice Mayor Steve Croft
Councilmember Jeff Wood
Councilmember Larry Van Nostran
Councilmember Todd Rogers

City of Lawndale

Mayor Harold Hofmann
Mayor Pro Tem Larry Rudolph
Councilmember Pat Kearney
Councilmember James Osborne
Councilmember Robert Pullen-Miles

City of Lomita

Mayor James Gazeley
Mayor Pro Tem Margaret Estrada
Councilmember Henry Sanchez
Councilmember Michael Savidan
Councilmember Ben Traina
City Manager Michael Rock

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Mayor Jim Morton

Mayor Pro Tem Sal Alatorre
Councilmember Aide Castro
Councilmember Maria Santillan
Councilmember Ramon Rodriguez
City Manager Roger Haley

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Councilmember Nicholas Tell
Councilmember Amy Howorth
Councilmember Richard P. Montgomery

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Councilmember Rosemary Humphrey
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City Manager Judy Smith

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Vice Mayor Gene Daniels
Councilmember Tom Hansen
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Councilmember Diane Martinez
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Councilmember David Armenta
Councilmember Brent Tercero
Councilmember Gregory Salcido
City Manager Ronald Bates

Rancho Palos Verdes

Mayor Anthony Misetich
Mayor Pro Tem Brian Campbell
Councilmember Susan Brooks
Councilmember Jim Knight
Councilmember Jerry Duhovic
City Manager Carolyn Lehr

City of Redondo Beach

Mayor Mike Gin
Councilmember Steve Aspel
Councilmember Bill Brand
Councilmember Pat Aust
Councilmember Steven Diels
Councilmember Matthew Kilroy
City Manager Bill Workman

City of Rolling Hills

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Mayor Pro Tem Frank Hill
Councilmember B. Allen Lay
Councilmember Thomas Heinsheimer
Councilmember Godfrey Pernel
City Manager Anton Dahlerbruch

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Councilmember Bobby Shriver
Councilmember Kevin McKeown
Councilmember Robert Holbrook
Councilmember Terry O'Day
Councilmember Pam O'Connor

City of Seal Beach

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Mayor Pro Tem Gary Miller
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Councilmember David Sloan
Councilmember Gordon Shanks
City Manager Jill Ingram

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Mayor Tina Hansen
Vice Mayor Michael Noll
Councilmember Larry Forrester
Councilmember Ellen Ward
Councilmember Edward Wilson
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Councilmember Pat Furey
Councilmember Susan Rhilinger
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Vice Mayor W. Michael McCormick
Councilmember Michael Ybarra
Councilmember Richard Maisano

Sample Letter



Los Angeles
World Airports

October 29, 2012
Mayor Antonio Villaraigosa
200 North Spring Street, Rm. 303
City of Los Angeles, Office of the Mayor, CA 90012

**SUBJECT: LOS ANGELES INTERNATIONAL AIRPORT NOTICE OF PROPOSED
AIRPORT USE RESTRICTION AND RELEASE OF DRAFT PART 161
APPLICATION**

Dear Mayor Villaraigosa,

LAX
LA/Ontario
Van Nuys
City of Los Angeles
Antonio R. Villaraigosa
Mayor
Board of Airport
Commissioners
Michael A. Lawson
President
Valeria C. Velasco
Vice President
Joseph A. Aredas
Robert D. Beyer
Boyd Hight
Ann M. Hollister
Fernando M. Torres-Gil
Gina Marie Lindsey
Executive Director

Los Angeles World Airports (LAWA) is pleased to transmit the enclosed Notice of Proposed Airport Use Restriction: Runway Use Restriction.

The LAX Part 161 Study consists of the analysis of a Noise and Access Restriction at Los Angeles International Airport (LAX) which was done in an attempt to provide meaningful noise relief to communities impacted by certain non-conforming aircraft departing to the east, during the noise sensitive hours of midnight to 6:30 a.m., when all other aircraft are able to take off to the west. The result of the study is the enclosed LAX Part 161 Application, which will be submitted to the Federal Aviation Administration (FAA) for review.

The public comment period on the Part 161 Study will begin on November 1, 2012 and end on December 17, 2012. LAWA will be holding a public workshop regarding the LAX Part 161 Study on November 13, 2012.

The LAX Part 161 Study commenced in 2005 at the request of the LAX/Community Noise Roundtable, which determined that a serious noise disturbance problem exists with the late night easterly departures and asked LAWA to restrict these operations through the Part 161 process. LAWA agreed to perform the study in the LAX Master Plan lawsuit Stipulated Settlement agreement, and in the LAX Master Plan Community Benefits Agreement. LAWA also designated the LAX Part 161 Study as a mitigation measure in the Mitigation Monitoring and Reporting Program of the LAX Master Plan EIR/EIS.

The public workshop on November 13, 2012 will be held at the LAX Flight Path Museum and Learning Center from 6 PM to 9 PM. The museum is located at 6661 West Imperial Highway, Los Angeles, 90009. During the workshop, a presentation on the LAX Part 161 Study will be given at the beginning of the meeting, and then later in the evening in order to accommodate various schedules. .

If you or your staff have any questions about the workshop itself, please contact Dakota Communications at (310) 815-8444. Any questions about the study or application itself should be directed to Robert Holden of my staff at (424) 646-6507 or to me at (424) 646-6499.

Sincerely,


Scott Tatro
Airport Environmental Manager




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Presentation to Los Angeles International Airport Area Advisory Committee (November 8, 2012), Public Workshop (November 13, 2012), LAX/Community Roundtable (November 14, 2012)



What is a Part 161 Study?

- Title 14, Part 161 of the Code of Federal Regulations specifies procedures that an airport must follow to implement a noise or access restriction affecting most types of civilian jets
- Part 161 requirements include:
 - Analysis of the benefits and costs of the proposed rule
 - Examination of alternatives
 - Public notification and opportunity for public comment
 - Establishment of a public docket
- FAA must approve the study and restriction before implementation





What is a Part 161 Application?

www.hmmh.com

In simple terms, it addresses six “statutory conditions” required for FAA approval:

- Is reasonable, nonarbitrary and nondiscriminatory
- Will not create an unreasonable burden on interstate or foreign commerce
- Will maintain safe and efficient use of navigable airspace
- Will not conflict with any existing federal statute or regulation
- Does not create an unreasonable burden on the national aviation system
- Was the subject of adequate public notice and opportunity for public comment




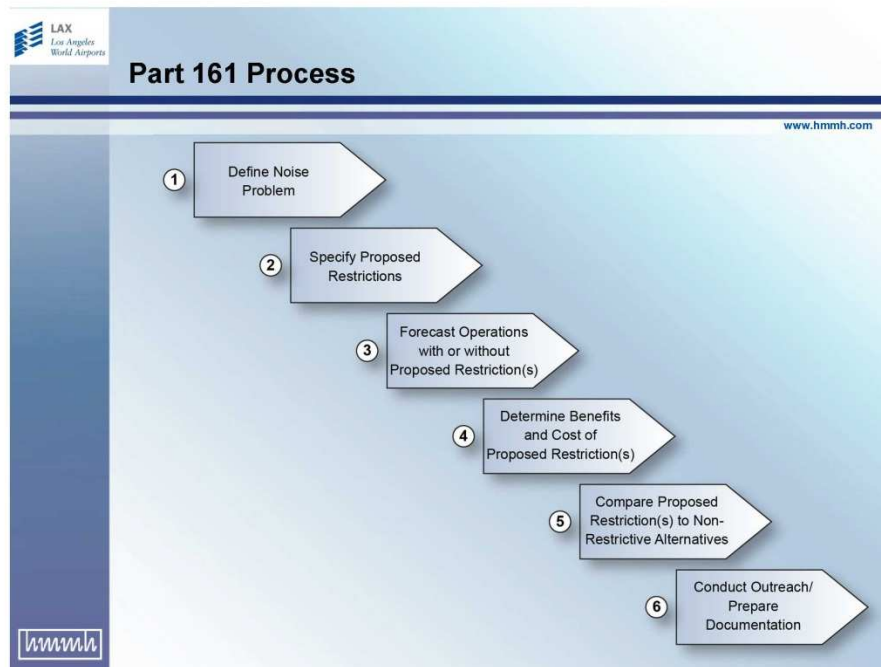
Why is LAWA completing a Part 161 Study for LAX?

www.hmmh.com

To reduce the occurrence and frequency of awakenings for residents living near LAX by restricting non-conforming easterly departures between midnight and 6:30 a.m. when the airport is in Over-Ocean Operations or Westerly Operations

- LAWA has committed to pursue this objective in several agreements and public initiatives:
 - LAX/Community Noise Roundtable Work Program, Item A2
 - Master Plan Mitigation Measure (MM-N-5)
 - Stipulated Settlement Agreement
 - Community Benefits Agreement (CBA)





-
- The slide is titled '1 - Define Noise Problem' and contains a bulleted list of operational details for LAX. The LAX logo and 'www.hmmh.com' are in the top left and top right corners, respectively. A small HMMH logo is in the bottom left corner.
- From midnight to 6:30 a.m., LAX typically operates in either:
 - Over-Ocean Operations
 - Aircraft arrive and depart over the ocean
 - Requires calm winds of 10 knots or less
 - This is the preferred nighttime runway use
 - Westerly Operations
 - Aircraft arrive from the east and depart over the ocean
 - Occurs with steady winds from the west are above 10 knots
 - When wind is steady from the east, LAX operates in:
 - Easterly Operations
 - Aircraft arrive over the ocean and depart to the east
 - *Easterly departures are only expected in these conditions*
 - Occurs during Santa Ana winds or strong Pacific storms

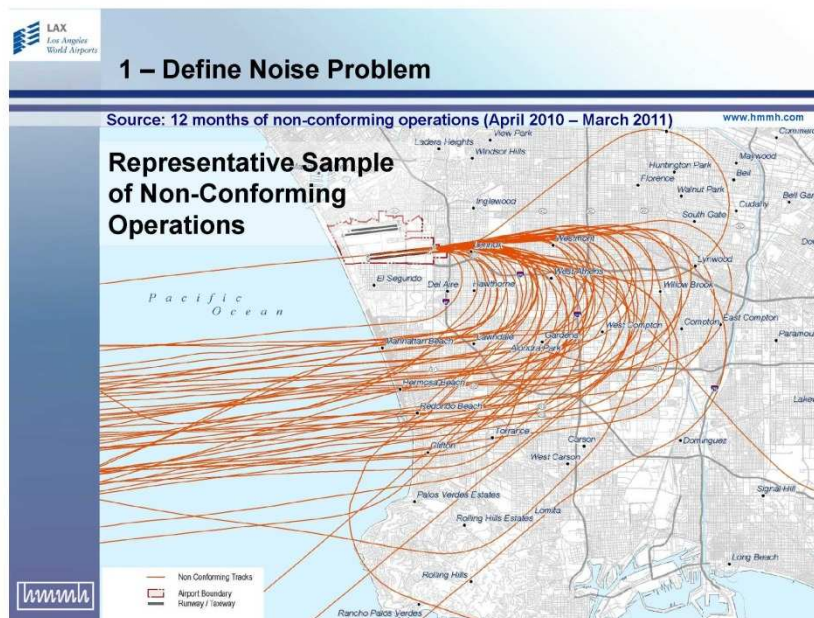
LAX
Los Angeles
World Airports


1 – Define Noise Problem

www.hmmh.com


- During late night hours when the airport is in either Over-Ocean or Westerly Operations, the FAA must grant pilot requests to depart to the east, even when they:
 - Are contrary to the flow of the airport at the time
 - Result in aircraft departing over highly populated communities that expect these operations only during Santa Ana conditions or strong Pacific storms
 - Awaken and highly annoy thousands of residents, predominantly minority and/or low income
- Since LAWA began monitoring “non-conforming” operations during Over-Ocean or Westerly Operations (in September 2000), on average these easterly departures:
 - Have occurred on only 30 nights per year
 - Represent a total of 65 takeoffs per year


www.hmmh.com




 **2 – Specify Proposed Restriction** www.hmmh.com


Restrict easterly departures of aircraft, with certain exemptions, between the hours of midnight and 6:30 a.m. when the Airport is in Over-Ocean Operations, or when it remains in Westerly Operations



 **3 – Forecast Operations** www.hmmh.com

- Aircraft operations forecast was completed for two periods:
 - 2013 – expected year of implementation and application submittal to the FAA
 - 2018 – five years after the year of expected implementation
- Forecasts are consistent with FAA’s December 2011 Terminal Area Forecast (TAF) and received FAA approval
- Total aircraft operations are not expected to change with the implementation of the proposed restriction
- Operators are expected to:
 - Delay flight until unfavorable winds subside
 - Offload cargo and/or passengers to meet weight requirements
 - Accommodate restriction through flight planning



 **4 – Determine Benefits and Costs** www.hmmh.com


▪ **Expected upper bound costs to the operators to offload payload (net present value (NPV) in 2013 dollars):**


Annual Growth in Cargo Rates	Period NPV is Calculated	Payload Reduction of 10,000 lbs.	Payload Reduction of 20,000 lbs.
No increase	5 years	\$3,249,000	\$9,591,000
	10 years	\$5,566,000	\$16,430,000
	20 years	\$8,395,000	\$24,782,000
3% Increase	5 years	\$3,539,000	\$10,448,000
	10 years	\$6,465,000	\$19,084,000
	20 years	\$10,881,000	\$32,122,000

Source: SH&E

▪ **Estimates represent upper bound since some or all of the affected payloads will be transferred to other flights operated by the same carrier with no net loss in revenue**


▪ **No other costs are expected**



 **4 – Determine Benefits and Costs** www.hmmh.com

▪ **Estimated benefits include the following:**

- **Aircraft operational efficiencies**
 - Estimated 219,000 lbs. of carbon dioxide emissions saved per year
 - \$500,000 in fuel costs over 20 years (in 2013 dollars)
- **Environmental justice**
 - Without restriction, approximately 60% of awakenings are to minority or low-income residents
- **Quality of life**
 - Fewer annual awakenings
 - Over 8,000 fewer awakenings on some nights



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Los Angeles
World Airports

4 – Sleep Disturbance - Benefit

www.hmmh.com

An example:
On January 27, 2012, seven non-conforming operations occurred during between midnight and 1 a.m.
If the restriction had been in place, it would have resulted in an estimated reduction of over 8,000 awakenings that night.

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5 – Compare Restriction to Nonrestrictive Alternatives

www.hmmh.com

- The Board of Airport Commissioners (BOAC) has addressed easterly departures during late night hours in four formal resolutions since 1972
- The State of California Noise Variances, including the most recent effective February 2011, state that LAX is to:
“...continue in full force ... and enforcement of” the noise abatement policies that includes the Over-Ocean Operations between midnight and 6:30 a.m.
- LAWA monitors, identifies and contacts operators of each non-conforming operation, and requests a response



LAX
Los Angeles
World Airports



5 – Compare Restriction to Nonrestrictive Alternatives

www.hmmh.com


The City concludes that nonrestrictive mechanisms are insufficient and that a formal runway use restriction is the only feasible course of action to reduce non-conforming operations from awakening thousands of residents each night they occur.




6 – Conduct Outreach

www.hmmh.com

- LAX/Community Noise Roundtable briefings
- Los Angeles Area Advisory Committee briefing
- Public workshops:
 - South Los Angeles, Inglewood, Lennox – November 2006
 - Final workshop, Flight Path Center – November 2012
- Handouts on Noise Effects and FAQs
- Part 161 website: www.laxpart161.com
- Toll-free hotline: (866) 441-4664
- Spanish language translations of web site and handouts; Spanish translators at study introduction public workshops







6 – Prepare Documentation

www.hmmh.com


- **Draft document available to the public November 2012**
- **45-day public review period to obtain public comments during November and December 2012**
- **Comment docket for public inspection established at the start of the public comment period**
 - **Will continue as long as LAWA pursues or enforces the restriction**



Analysis Results of the Proposed Restriction

www.hmmh.com

- ✓ **Is reasonable, nonarbitrary and nondiscriminatory**
- ✓ **Will not create an unreasonable burden on interstate or foreign commerce**
- ✓ **Will maintain safe and efficient use of navigable airspace**
- ✓ **Will not conflict with existing federal statutes or regulations**
- ✓ **Does not create an unreasonable burden on the national aviation system**
- ✓ **Will be subject of adequate public notice and comment opportunities**






Next Steps

www.hmmh.com

- **45-day public review period:**
 - November 1, 2012 through December 17, 2012
- **Public Workshop:**
 - November 13, 2012
- **LAWA submits Part 161 document to FAA:**
 - January 2013
- **FAA decision within 180 days of accepting the application**



Part 161 Study for Los Angeles International Airport Los Angeles World Airports

Thank You



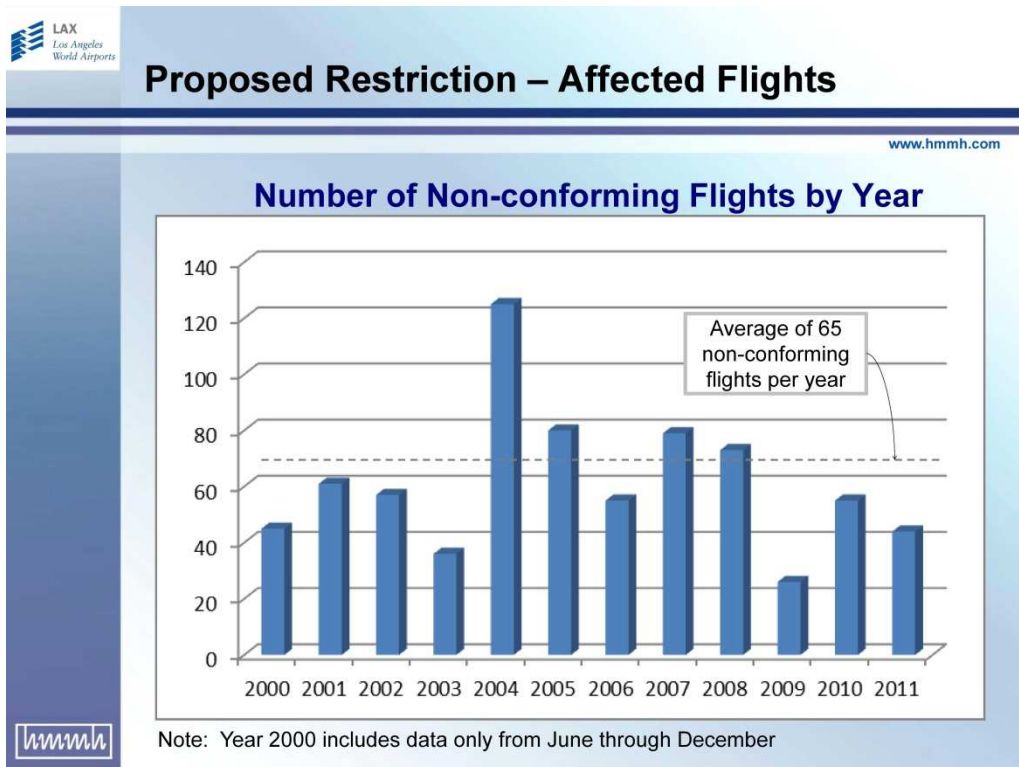
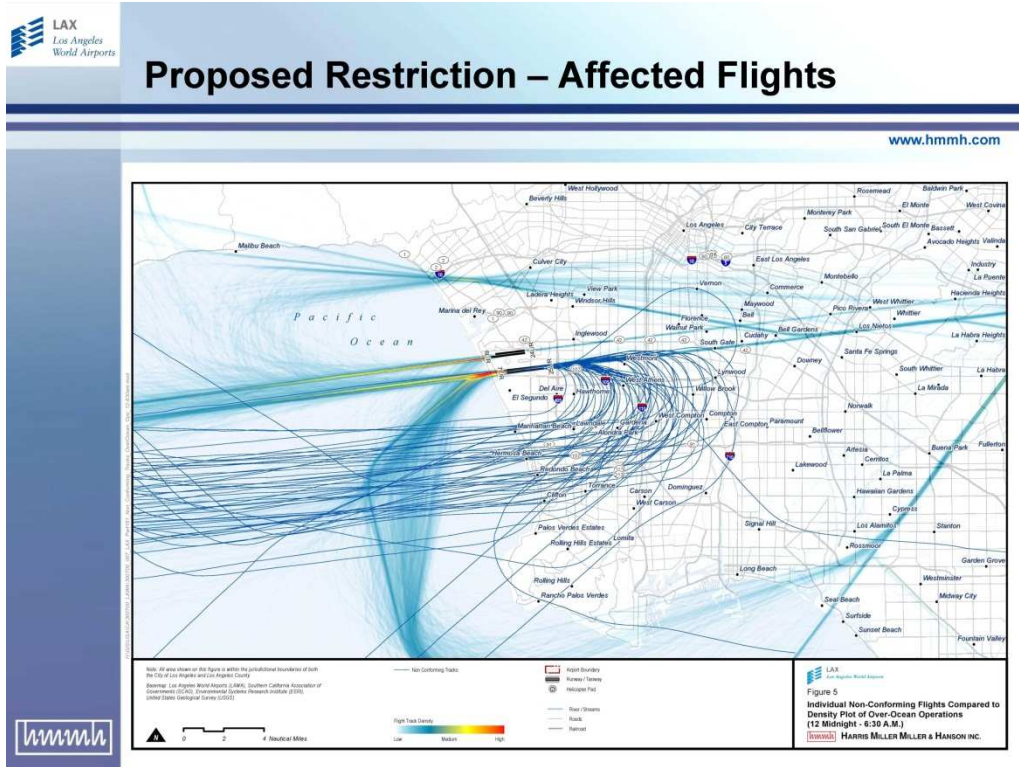
Photograph courtesy of Ernest Horn

Display Boards for Public Workshop (November 13, 2012)



The slide has a light blue background with a dark blue header. The LAX logo is in the top left corner, and the HMMH logo is in the bottom left corner. The URL "www.hmmh.com" is in the top right corner. The main content is a bulleted list:

- LAVA proposes to:
 - Restrict the easterly departure of aircraft, with certain exemptions, from midnight to 6:30 a.m. when the airport is in Over-Ocean Operations or Westerly Operations.
- If FAA approves the proposed restriction, LAVA will proceed with
 - Environmental analysis under CEQA
 - BOAC and City Council approval of a City Ordinance





Proposed Restriction – Statutory Conditions

www.hmmh.com

FAA requires that the proposed restriction:

- ✓ is reasonable, nonarbitrary, and nondiscriminatory
- ✓ would not create an undue burden on interstate or foreign commerce
- ✓ would maintain safe and efficient use of navigable airspace
- ✓ would not conflict with any existing federal statute or regulation
- ✓ was subject to adequate opportunity for public comment
- ✓ does not create an undue burden on the national aviation system



Nonrestrictive Alternatives

www.hmmh.com

Continue to pursue voluntary compliance through:

- Over-Ocean operations from midnight to 6:30 am
 - Weather and operational conditions permitting
- Continuous monitoring and reporting of east departures at night when in
 - Over-Ocean operations
 - Westerly operations
- Regular communication with and education of operators
- Letters to operators requesting an explanation for conducting the non-conforming east departures
 - Started September 2011
 - Recommended by the LAX/Community Noise Roundtable

LAWA concludes that nonrestrictive mechanisms are insufficient to obtain compliance with this measure.





Aircraft Operations Forecast – 2013 and 2018

www.hmmh.com

- Projected annual operations
 - 2013: 594,000
 - 2018: 649,000
- Forecasts used multiple data sources
 - LAX airport records
 - U.S. Department of Transportation data
 - Passenger and all-cargo aircraft schedules
 - Multiple FAA sources
 - Airline fleet data
 - Industry forecast from Boeing, Airbus and the FAA
- FAA found the forecasts were consistent with its December 2011 Terminal Area Forecast (TAF)



Benefits and Costs of Restriction

www.hmmh.com

- Potential benefits include
 - Fewer people exposed to aircraft noise overall
 - Fewer people awakened
 - Reduced fuel consumption from more direct routing
- Potential costs include
 - Revenue associated with the offloading of cargo or passenger baggage to reduce takeoff weight so aircraft can safely depart to the west with slight tailwind
 - Offloaded cargo and/or baggage would fly on a later flight





Noise Analysis

www.hmmh.com

- **Sleep Disturbance**
 - Based on American National Standards Institute (ANSI) Standard S12.9-2008/Part 6:
“Methods for Estimation of Awakenings Associated with Outdoor Noise Events Heard in Homes”
 - Up to 185,000 fewer awakenings annually
 - An estimated 8,627 awakenings from seven non-conforming operations on January 27, 2012
- **Environmental Justice**
 - No significant change to 65 dB CNEL contour
 - Reduced awakenings with proposed restriction
 - Approximately 60% of the people potentially awakened by non-conforming flights are minority or low income

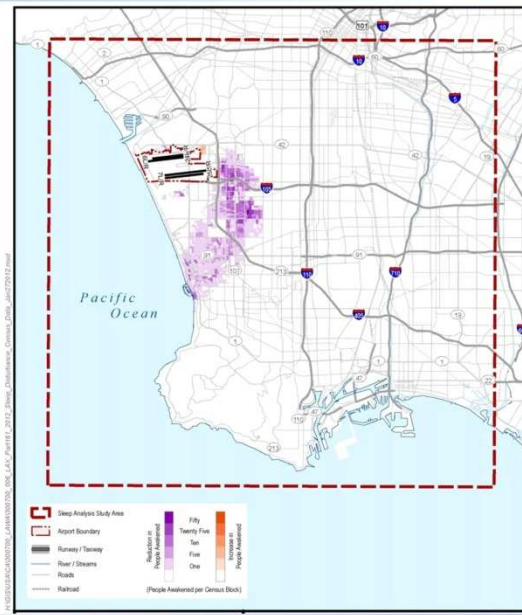


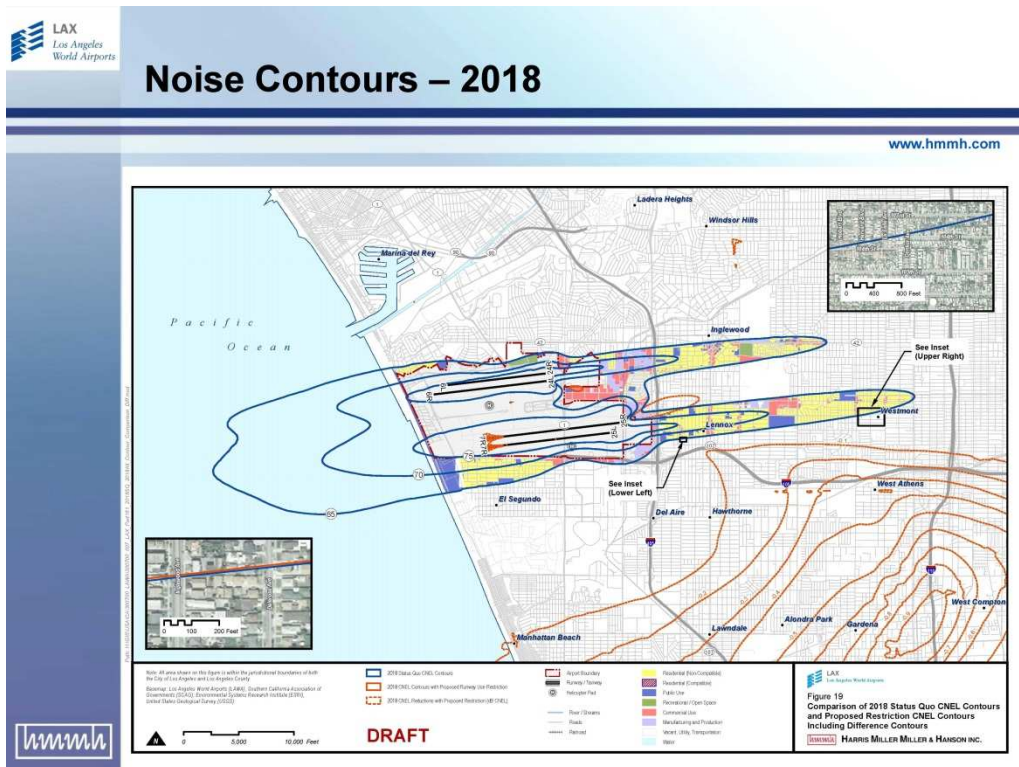
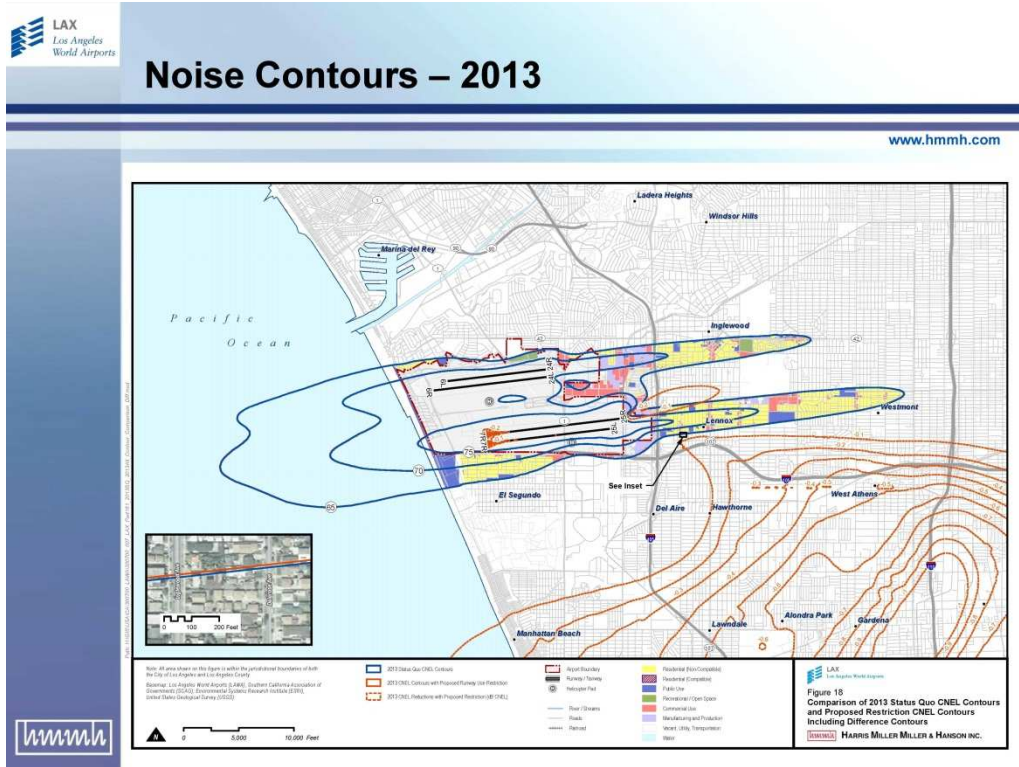
Noise Analysis

www.hmmh.com

Graphic depicts estimated number of awakenings from the non-conforming operations on January 27, 2012.

- Geographic distribution of changes in awakenings
- Extensive areas receive benefit
- Darker areas are closer to the airport and under the most common flight paths for these non-conforming operations







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Public Workshop Sign-in Sheets

MEETING SIGN-IN SHEET			
Project: FAR PART 161 at LAX		Meeting Date: November 13, 2012	
Facilitator: LAWA		Place/Room: Flight Path Learning Center & Museum	
Name	Address	Phone	E-Mail
V. WOLLNER	370 Palos Verdes Blvd. #23 Red Beach, CA 90277	(310) 375-1869	joe-wollner@yahoo.com
KEVIN TEEL	500 World Way, Azusa CA Los Angeles, CA 90045	(310) 417-7502	kevin.e.teel@delta.com
Hiroshi Ikeya	6501 W. Hwy. Los Angeles Imperial CA 90265	(310) 342-2400	hiroshi.ikeya@nca.aero
Chad Molnar		213-308-7595	chad.molnar@lacity.org

MEETING SIGN-IN SHEET			
Project: FAR PART 161 at LAX		Meeting Date: November 13, 2012	
Facilitator: LAWA		Place/Room: Flight Path Learning Center & Museum	
Name	Address	Phone	E-Mail
Mia Ratchiff	El Segundo	(310) 725-3510	N/A
DENNY SCHNEIDER	Roundtable	310 641-4199	DENNY@WELIVEFREE.COM
Kenney Maddox	11645 W. Orange Blvd	310 815-8444	KEMADDOX@AOL.COM
Jim Bickhart	200 N. Spring St #303	213 978 0600	Jim.bickhart@lacity.org

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Comments Received at Public Workshop



FAR PART 161 STUDY AT LAX
PUBLIC WORKSHOP COMMENT CARD
NOVEMBER 13, 2012

NAME: Christina Tigert
ORGANIZATION: resident
ADDRESS: 2321 W 183rd St
CITY: Torrance, CA 90504
STATE: CA
PHONE: N/A
E-MAIL: N/A

COMMENT(S)

This restriction is necessary. I have been woken up several times from non-conforming east operations. The last was a B747 at 2,900' above my home. It was a warm summer night. I heard that plane coming well before it actually flew over 4 houses west of mine. Asking the airlines to off load some cargo in order to depart to the west is not unreasonable, especially when all other operators are in Over-Ocean Operations. Often the tail wind component is 3-6 knots, based on the

Please use reverse side for additional comments

The City's Responses to Comments

published east depart reports.

The City's Responses to Comments



FAR PART 161 STUDY AT LAX
PUBLIC WORKSHOP COMMENT CARD
NOVEMBER 13, 2012

NAME: Jim Bickhart
ORGANIZATION: Office of Mayor Antonio Villaraigosa
ADDRESS: 200 N. Spring Street #303
CITY: Los Angeles
STATE: CA 90012
PHONE: 213 978-0600
E-MAIL: Jim.bickhart@lacity.org

COMMENT(S)

The Mayor is supportive of this application. However, we believe it would be helpful for LAVA to provide a more forthcoming explanation of what constitutes an "exception" to the proposed regulation, should it be approved by the FAA. In the public's mind an exception can sometimes be like a "poison pill" that undermines ~~the~~ at least some of the desirability of the proposed regulation. This, in turn, could lead to diminished enthusiasm and support for the application.

We are aware that the FAA rarely approves these applications, so we wish you luck and offer to provide additional support for the application if LAVA desires it.

Please use reverse side for additional comments

The City's Responses to Comments

Section 3 provides explicit information on the limited exemptions for the proposed restriction.

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C.1 Comments Received during Public Review Period



December 3, 2012

Mr. Scott Tatro
Los Angeles World Airports
1 World Way, P.O. Box 92216
Los Angeles, CA 90009-2216

RE: Support for Proposed Restriction at LAX that Restricts Nighttime Non-Conforming East Departures

Dear Mr. Tatro:

As you know, the Los Angeles International Airport/Community Noise Roundtable (Roundtable) is a voluntary and independent body that consists of membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the Federal Aviation Administration (FAA), and Los Angeles World Airports (LAWA). These parties work together to identify noise issues that affect communities surrounding LAX and to seek feasible solutions to reduce noise over those affected communities.

One of our long standing noise issues is aircraft departing to the east during late night and early morning hours. As you know, the vast majority of aircraft operating at LAX depart in a westerly direction, but on occasion, there are a few large aircraft that depart to the east causing a serious noise disturbance to residents of numerous communities. These departures also fly at low altitudes during the night, when residents are most sensitive to aircraft noise, and can cause sleep disturbance as well.

As a possible mitigation measure for this issue, the Roundtable, in 2001, requested LAWA initiate a Federal Aviation Regulations (FAR) Part 161 Study to examine the possibility of restricting these non-conforming east departures during the hours of midnight and 6:30 a.m. when LAX is in Over Ocean or Westerly Operations. After the long but worthwhile wait, we are delighted to hear that LAWA has finished the study and will be submitting the application to the FAA to seek approval to implement this proposed restriction.

We wish to express our sincere appreciation to LAWA for putting forth remarkable efforts to complete the LAX Part 161 Study and for honoring its commitment to the communities in reducing noise impacts. By restricting these non-conforming east departure operations at LAX, it will provide the residential communities a meaningful noise relief and a better overall quality of life. Because of the potential benefits that this proposed restriction will provide to the residents, we wish to offer our full support for LAWA's pursuit of this proposed restriction at LAX.

I would like to also thank you and your staff, on behalf of the members of the Roundtable, for your continuing support of our efforts in addressing aircraft noise that affects the communities surrounding LAX. With your support, we have achieved great progress in reducing noise exposure over the last decade. The Roundtable continues to look forward in working with LAWA to explore new ways to further reduce noise from LAX aircraft operations.

1 World Way • Los Angeles • CA • 92216 • (310) 646-9640

The City's Responses to Comments

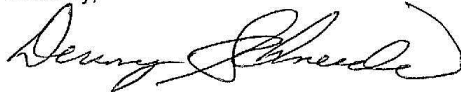
The City responds as follows:

The City thanks Mr. Denny Schneider for his comments on behalf of the LAX/Community Noise Roundtable.

Scott Tatro, LAWA
December 3, 2012
Page 2

The position stated in this letter is the opinion of the majority of the membership of the Roundtable and is not the official position of the Federal Aviation Administration, the City of Los Angeles or Los Angeles World Airports.

Sincerely,

A handwritten signature in black ink, appearing to read "Denny Schneider". The signature is fluid and cursive, with a large loop at the end.

Denny Schneider, Chairman
LAX/Community Noise Roundtable

The City's Responses to Comments

SHUTE, MIHALY
& WEINBERGER LLP

396 HAYES STREET, SAN FRANCISCO, CA 94102
T: 415 552-7272 F: 415 552-5816
www.smwlaw.com

OSA L. WOLFF
Attorney
wolff@smwlaw.com

December 7, 2012

Via E-Mail and U.S. Mail

Mr. Scott Tatro
Los Angeles World Airports
1 World Way, P.O. Box 92216
Los Angeles, CA 90009-2116

Re: Proposed Runway Use Restriction at LAX (Part 161)

Dear Mr. Tatro:

On behalf of the City of El Segundo, thank you for the opportunity to review the Application for Approval of a Runway Use Restriction for Los Angeles International Airport (LAX) recently prepared by Los Angeles World Airports (LAWA) pursuant to Title 14 of the Code of Federal Regulations, Part 161 (14 CFR Part 161). With this application, LAWA is taking an important step toward reducing LAX nighttime noise. Specifically, LAWA is proposing to make enforceable its existing voluntary prohibition on departures to the east when LAX is in over-ocean operations at night.

El Segundo applauds LAWA for its efforts to address the adverse noise impacts associated with aircraft operations that do not conform to the voluntary runway use procedures currently in place at LAX. The draft application prepared by LAWA is both thorough and compelling. As such, it warrants prompt and complete approval by the Federal Aviation Administration (FAA) under the Airport Noise and Capacity Act of 1990 (ANCA) and 14 CFR Part 161. That is particularly true because the proposed runway use restriction would not ban any flights or cause flight diversions, only require operators to conform to reasonable runway use rules. El Segundo joins LAWA in urging FAA to approve the application.

The City's Responses to Comments

The City responds as follows:

The City thanks Ms. Osa Wolf for her comments on behalf of the City of El Segundo.

Mr. Scott Tatro
December 7, 2012
Page 2

Thank you for the opportunity to comment. Please keep El Segundo informed of developments relating to the proposed runway use restriction.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP



Osa L. Wolff

446080.1

SHUTE, MIHALY
& WEINBERGER LLP

The City's Responses to Comments

From: [TATRO, SCOTT](#)
To: [HOLDEN, ROBERT B.](#)
Subject: FW: EXPRESSION OF APPRECIATION FROM RESIDENTS OF LADERA HEIGHTS
Date: Friday, December 14, 2012 7:02:06 AM

For the file.

Scott Tatro
LAWA Environmental Services Division
(424) 646-6499
statro@lawa.org

From: Bernice Yvonne [mailto:bedforby@ca.rr.com]
Sent: Thursday, December 13, 2012 9:45 PM
To: TATRO, SCOTT; drallanb@mac.com
Subject: EXPRESSION OF APPRECIATION FROM RESIDENTS OF LADERA HEIGHTS

Ladera Heights Civic Association
5357 Centinela Ave.
Los Angeles, CA 90045

Mr. Scott Tatro
Los Angeles World Airports
1 World Way, P.O. Box 92216
Los Angeles, CA 90009-2216

RE: Appreciation for completing LAX Part 161 Study

Dear Mr. Scott Tatro:

As the Ladera Heights Civic Association (LHCA) representative to the Los Angeles International Airport (LAX)/ Community Noise Roundtable, I represent residents of nearly four (4) thousand households in the Ladera Heights Community located approximately two (2) miles Northeast of LAX.

At this distance from LAX, the quality of life for residents is very much impacted by aircraft noise and emissions. Some examples of this noise include ground run-ups, loop departures, Easterly departures, and an increase in aircraft flight activity over residents' homes. The restriction of Easterly departures during Over-Ocean or Westerly Operations from midnight to 6:30 AM as defined by the LAX Part 161 Study will afford some relief from sleep interruption during these early morning hours for residents.

On behalf of the residents of Ladera Heights I commend and very much appreciate the

The City's Responses to Comments

The City responds as follows:

The City thanks Ms. Yvonne Bedford for her comments on behalf of the Ladera Heights Civic Association.

persistent effort by you and the LAWA Staff for completing the LAX Part 161 Study and submitting it to the Federal Aviation Administration (FAA) for approval.

Sincerely,
Yvonne Bedford
LHCA Representative

The City's Responses to Comments



Alliance for a Regional Solution to Airport Congestion
322 Culver Boulevard, #231 Playa del Rey, CA 90293
info@regionalsolution.org

November 30, 2012

Mr. Scott Tatro
Los Angeles World Airports 1 World Way, P.O. Box 92216 Los Angeles, CA 90009-2216

VIA Email: laxpart161@lawa.org

Re: Comments for LAX Notice of Airport Use Restriction during Midnight to 6:30 AM
October 2012 draft of final submittal

Dear Mr. Tatro,

ARSAC is a community oriented organization advocating for safe LAX operations, improving LAX passenger experience, plus protecting and increasing the economic benefits to areas local to LAX, and to the region as a whole. We also work towards fostering operational policies that limit environmental impacts on all communities.

We strongly urge the FAA to approve this restriction. This restriction approval is an opportunity for the FAA to show that it is serious about its role of protecting the environment and citizens while fostering commerce. The proposal is reasonable, does not restrict the number of departures, and is cost effective. It will codify a process which reduces the impacts on tens of thousands of people surrounding LAX.

ARSAC acknowledges LAWA for taking on the approval application preparation task and for doing it so comprehensively. This effort will reduce the noise impacts on residents living around LAX by restricting the night-time flights to the east when LAX is in "over ocean" or "westerly operations." This effort recognizes an often used noise mitigation that has been voluntary since the 1970s, has been listed as a positive effort during each CA noise variance approved for LAX, and is included in the Stipulated Settlement of 2006 to which ARSAC is a party.

Each easterly take off at night that then turns over highly populated areas to go west impacts a broad number of people in the densely populated areas to the east and north/south areas surrounding LAX. We note that no flights are restricted from departing LAX and therefore there is minimal negative economic impact.

We understand that the FAA has very strict limitations on what expenses are considered in the Part 161 evaluation. The costs for implementation err on the side of conservatism. They including revenue lost for cargo offloaded to meet aircraft weight restrictions even when that cargo can be placed on another aircraft. If health impact costs were included, the benefits shown would be far greater than presented.

Please contact me with any questions: [\(213\) 675-1817](tel:2136751817) or denny@welivefree.com

Sincerely,

A handwritten signature in black ink, appearing to read 'Denny Schneider'.

Denny Schneider
President, Alliance for a Regional Solution to Airport Congestion

ARSAC Comments to Request for Part 161 Restriction Approval by FAA

The City's Responses to Comments

The City responds as follows:

The City thanks Mr. Denny Schneider for his comments on behalf of Alliance for a Regional Solution to Airport Congestion.



December 17, 2012

Submitted via email to laxpart161@lawa.org

Mr. Scott Tatro
Los Angeles World Airports
1 World Way, P.O. Box 92216
Los Angeles, CA 90009-2216

Re: Comments on the 14 CFR Part 161 Application for Approval of a Runway Use Restriction at the Los Angeles International Airport

Dear Mr. Tatro:

Airlines for America® (A4A) appreciates this opportunity to comment on the application of the Los Angeles World Airports (LAWA) for approval of a runway use restriction at the Los Angeles International Airport (LAX). A4A is the principal trade and service organization of the U.S. airline industry, and its member airlines and their affiliates transport more than 90 percent of all U.S. airline passenger and cargo traffic.¹ These comments are based on the application prepared pursuant to Federal Aviation Regulation (FAR) Part 161 and the Airport Noise and Capacity Act of 1990 (ANCA) and the supporting analysis prepared by LAWA's consultants (hereinafter "Part 161 Application"). As detailed below, we oppose the proposed operating restriction as we do not believe the analysis demonstrates a noise exposure problem warranting a mandatory restriction and the proposed restriction is unduly burdensome. In addition to opposing the proposed restriction overall, we have grave concerns about the proposed enforcement provisions and the penalties proposed for non-compliance.

A Mandatory Restriction Is Not Warranted

At the outset, it is important to note that restrictions on operations of aircraft meeting Stage 3 noise criteria are disfavored under U.S. law and policy. Our national aviation policy is premised on full access by aircraft operators to the airports that have received public funding or other subsidies over the years. While some exceptions exist in the form of airport curfews or operational limits, for the most part these pre-date the passage of ANCA and were specifically grandfathered in the Act. The criteria for a new access restriction under ANCA and FAR part 161 are appropriately stringent and the process to obtain approval from the U.S. Federal aviation Administration (FAA) is consequently rigorous.

Key among the criteria for access restrictions are that any such restriction must be "reasonable" and must be predicated on identification of a bona fide noise problem.² In this case, we do not believe that LAWA

1-1

¹ A4A's members are: Alaska Airlines, Inc., American Airlines, Inc., Atlas Air, Inc., Delta Air Lines, Inc., Federal Express Corporation, Hawaiian Airlines, JetBlue Airways Corp., Southwest Airlines Co., United Continental Holdings, Inc., UPS Airlines, US Airways, Inc.; Air Canada, Inc. is an associate member.

² The statutory criteria, which are premised on the need to address a noise problem, expressly include reasonableness. See 49 U.S.C. § 47524(c). Identification of a bona fide noise problem warranting a restriction also is required under the internationally-agreed policy for aircraft noise mitigation, known as the "Balanced Approach to Noise," to which the United States has agreed that it – and its airports with international service – will adhere.

The City's Responses to Comments

The City responds as follows:

The City thanks Airlines for America for its comments.

1-1. Los Angeles International Airport's 14 C.F.R. Part 161 Application for Approval of a Runway Use Restriction (the "Application") demonstrates that the proposed restriction meets each of the ANCA requirements, including the requirement the restriction be reasonable, non-arbitrary and non-discriminatory. See specifically, Section 8.1. As required under 14 C.F.R. § 161.305(e)(2)(i)(A)(1), the Part 161 Application demonstrates that a current and projected noise problem exists – night awakenings caused by non-conforming operations – and that the problem will be relieved by the restriction. See Sections 6.2 and 8.1.1.

Mr. Scott Tatro
December 17, 2012
Page 2

has demonstrated a noise problem warranting the proposed mandatory restriction. Moreover, the voluntary restriction already in place has successfully mitigated noise exposure from departures to the east at night, even with an occasional deviation as dictated by operational imperatives. Thus, the proposed mandatory restriction is not warranted and is unreasonable.

1-1

A4A and its members take environmental protection seriously and we have a strong record in this regard. With specific respect to noise mitigation, data from FAA confirm that the number of people exposed to significant levels of aircraft noise in the United States has dropped by over 90 percent since the late 1970s, even as enplanements have tripled. LAWA acknowledges that much has been done to reduce noise exposures in the vicinity of LAX. Indeed, Section 4.2 of the Part 161 details key elements of the current Aircraft Noise Abatement Program (ANAP) in effect at LAX. Further, Section 4.3 details other noise mitigation measures, including the extensive sound insulation program that has provided noise mitigation for thousands of homes with thousands more in the works. While these summary points provide some context, they fail to capture the full extent of the many actions that have been and are being taken by airlines and the airport to address noise exposures, such as the significant additions to the Land Use Mitigation Program (LUMP).³

1-2

In light of the noise reduction already achieved and the already extensive noise mitigation initiatives in place at LAX and in surrounding areas, what the proposed restriction would address is a very small number of night operations to the east. The reason the number of operations is small (estimated to be 65 annual operations on average, 0.1% of total nighttime operations in 2013) is because of the success of the voluntary "Over-Ocean Operations Runway Use Program," which, as LAWA acknowledges in its application, has significantly reduced the noise exposure of concern. While appreciating that any particular person experiencing aircraft sound may have a negative experience, the very small number of operations⁴ and the estimated number of people who may (or may not) experience resulting noise⁵ exposure do not rise to the level warranting a mandatory restriction. Ironically, LAWA cites the success of the voluntary measure as a significant part of the justification for imposing a mandatory one, stating that "because there are so few aircraft that depart east during Over-Ocean and Westerly Operations, and the airport is rarely in easterly flow, communities have come to expect no aircraft departures over their homes during late-night hours." See Part 161 Application, at Section 1.2. That very statement confirms that the voluntary measure has been a success, and such success should not be punished with a mandatory measure. Further, the few aircraft that do depart to the east are doing so because of aircraft certification or regulatory performance limits that dictate such departures.

1-3

³ A summary of a number of the additions to the LAX LUMP and other mitigation measures is provided in the presentation titled "Land Use Mitigation Program – Los Angeles World Airports – A Status Report," (May 18, 2009), available at http://www.lawa.org/PDF/board_agenda/BOAC%20Presentation%20LUMP%20Program%20Summary%20Final.pdf.

⁴ The Part 161 Application confirms that there is only a "small number" of late night flights that do not follow the voluntary measure. See Part 161 Application at Section 6.2. In fact, LAWA acknowledges that these departures "represent an extremely small share of total aircraft operations at LAX." Part 161 Application, Appendix M, Section 3.0, p. 15.

⁵ Given the limited time-period for comment, we have not been able to undertake an independent analysis of the noise exposure from any such flights. However, we question the conclusions reached in the LAWA analysis. Given that FAA sometimes directs that night departures should be to the east, the effects attributed to the nights in which westerly/over-ocean departures are occurring but where there may be an occasional easterly departure seem overstated. Also, it is not clear that the analysis took into account the extent to which certain residences that otherwise might be affected have sound insulation or otherwise are slated for such insulation in the future.

1-4

The City's Responses to Comments

1-2. The application takes account of the Aircraft Noise Abatement Program (ANAP) in Section 4.2 and Land Use Mitigation Program (LUMP) in Section 4.3.

1-3. The noise problem is caused by non-conforming easterly departures, which result in night awakenings. See Section 6.2. Non-conforming easterly departures persist despite the voluntary program and the Application demonstrates that relieving this persistent noise problem through the proposed restriction meets the requirements of ANCA.

Aircraft operators have stated that they will comply with the ordinance (see Response 1-5, below), the ordinance will not ban any flights and, as detailed in Sections 7.0-7.3, the impact on air carrier operations and associated costs is expected to be small.

1-4. The analysis of non-conforming operations is provided in Section 6.1 and the analysis of the sleep-awakening impacts of non-conforming operations is provided in Section 6.2. The impact analysis is based on standards developed by the American National Standards Institute and reviewed and recommended by the Federal Interagency Committee on Aviation Noise.

In the analysis of awakenings, the ANSI calculations assumed a Noise Level Reduction (NLR) value of 27.5 dB based on measurement data provided in the 2003 LAX Master Plan. While NLR 27.5 dB may not fully take into account the sound attenuation of those structures treated with sound insulation to reduce aircraft noise, the awakenings analysis showed that the majority of the increased awakenings from non-conforming operations occur outside of the Airport Noise Mitigation Program (ANMP) area. See Section 6.2.1 and Figure 12.

Mr. Scott Tatro
December 17, 2012
Page 3

The Proposed Mandatory Restriction Would Be Unduly Burdensome

As acknowledged in the Part 161 Application, there is a high degree of conformance with the voluntary Over-Ocean Operations Runway Use Program. But there are situations when adhering to the voluntary measure is impracticable or otherwise problematic. These are the very situations where a mandatory restriction would pose significant operational problems. Of greatest concern are situations when an operator has made a determination that, based on prevailing winds or other conditions, it is safest to depart to the east (for example, when an operator must request an easterly departure to maximize headwinds to meet minimum takeoff length requirements for a particular aircraft). There are also situations where flight delays will push a departure otherwise scheduled before the restricted hours into the restricted hours and winds or temperature are such that the aircraft cannot take off in the westerly direction at the takeoff weight.

1-5

LAWA takes the position that airlines could reduce payload – cargo or passengers or both – to go forward with a westerly/over-ocean flight where tail winds or other conditions otherwise would call for an easterly operation.⁶ See Part 161 Application, Appendix M, at Section 3.0. Under such a situation, LAWA estimates that the airlines would experience losses between \$8.4 to \$32.1 million, net present value, over the study period. *Id.* at Section 4.0, p. 23. This analysis, however, fails to take into account the significant ripple effects of off-loading cargo and passengers. First, there are direct economic effects to the airlines – such as potential passenger and customer compensation – for the disruption of the passengers and cargo, which have not been included in the analysis.⁷ Second, operational delays to effectuate the offloading can add increased costs in terms of crew and ramp-worker costs. Third, there can be other effects associated with such a delay that can disrupt or result in cancellation of the flight all together, such as crew flight time limitations and slot constraints. Moreover, in addition to the effect on the airlines, the economic effects and other negative effects of such disruptions on passengers and cargo customers also should be considered.⁸

1-6

We also believe that the analysis likely fails to capture certain flights that would be affected by the mandatory restriction. LAWA's analysis suggests, for example, that in 2018 all of the flights that would be affected would be international flights. See Part 161 Application, Appendix M, Section 2.0, p. 3. However, our member airlines have indicated that some of their domestic flights likely would be affected as well.

1-7

LAWA asserts that airlines may be able to mitigate the costs of the proposed restriction by proactively limiting payload to allow for a westerly/over-ocean departure where an easterly departure otherwise is dictated. Such an assertion is not supported by the record and does not make sense. As LAWA itself acknowledges, it is extremely difficult to predict when tailwind and other conditions would dictate an easterly departure when the airport otherwise is in westerly/over-ocean conditions. See Part 161 Application, Appendix M, Section 3.0, p. 15. Thus, the airlines cannot plan for reduced payload on the small handful of flights that might be affected. And to reduce payload on all flights in anticipation that some tiny percentage might be affected would have even greater financial and operational effects.

1-8

⁶ Notably, LAWA has concluded that no other option – such as delaying until morning the flights that otherwise would need to take off to the east – is at all tenable, because of the operational and economic impacts. As noted here, offloading cargo and/or passengers also is untenable.

1-9

⁷ Denied boarding compensation alone, which is required by the Department of Transportation under 14 C.F.R. § 250.5, is quite costly and can be as high as \$1,300.00 per passenger per flight.

⁸ Offloading fuel, rather than cargo and/or passengers is not an option for dealing with these concerns. As noted in the Part 161 Application, fuel offloading almost certainly would require extra fuel stops. In addition to increasing fuel costs, such stops also can lead to conflicts with crew flight time limitations and slot constraints.

The City's Responses to Comments

1-5. Based on interviews with aircraft operators responsible for 85% of the recent (September 2011 to August 2012) non-conforming operations (see Section 7), aircraft operators expect that they will be able to take steps to limit payload on non-conforming flights in order to comply with the proposed restriction while maintaining safe aircraft operations.

1-6. The costs developed for the benefit-cost analysis represent a reasonable estimate of the costs incurred for the type of flights forecast to have non-conforming departures in 2013 and 2018. The costs associated with reducing cargo payload would be substantially lower than estimated if airlines are able to shift cargo to later flights.

1-7. The City based its analysis of non-conforming departures on historic data collected since June 2000. Section 6.1. The data show that it is unlikely that domestic flights would account for a significant number of future non-conforming operations.

1-8. Airlines could mitigate their costs with cargo load planning that allows containers with less time sensitive cargo to be off-loaded with minimum disruption to other shipments. See Section 7.3.

1-9. Off-loading cargo and/or passengers involves costs, as discussed in Sections 7.1-7.3, but is not untenable.

Mr. Scott Tatro
December 17, 2012
Page 4

LAWA also attempts to assert that there may be fuel and carbon dioxide savings associated with forcing aircraft that otherwise would depart to the east into a westerly/over-ocean departure. This simplistic assertion fails to capture the effects of having to move offloaded passengers and cargo onto other flights and the potential fuel burn implications of delaying an aircraft for such offloading.⁹

1-10

Surprisingly, LAWA does not even attempt to include reasonable exceptions in the proposed restriction for situations that create untenable operations or unreasonable hardship on the airlines and/or the airlines' passengers and customers. In fact, the only exemptions that LAWA has proposed to the mandatory restriction against easterly departures when the airport is in westerly/over-ocean operations would be available only to non-commercial operations or in an extreme "bona fide medical or life-saving emergency." These exemptions do nothing to reduce the significant economic and operational effects the mandatory restriction would have on commercial aircraft operations, adding to the unreasonableness of the proposal.

1-11

In light of the above, even assuming offloading cargo and/or passengers was practicable, LAWA has severely underestimated the negative effects and costs of the proposed restriction. But, in light of the difficulties associated with offloading cargo and/or passengers and the fact that proactive planning for reduced payload is impossible and/or impracticable, to go forward with the restriction could very well mean that the flights at issue would have to be cut from the schedule all together and flights near the restricted time window that might run into the restriction in light of a delay could also become untenable. Under any scenario, the proposed mandatory restriction would be unduly burdensome on the airlines and impose an undue and unreasonable burden on interstate commerce.

1-12

The Proposed Enforcement Provisions for Non-Compliance with the Restriction Are Unworkable and Overly Punitive

While the proposed mandatory restriction does not make sense on its own merit, the proposed enforcement provisions also render it fatally flawed in at least two respects.¹⁰ First, by stating that "any person" deemed to "counsel, aid, assist, or abet" in the operation of an aircraft in violation of the restriction would be "subject to the same penalty provisions" as the "Operator," the proposal would create individual and expansive liability that is not well defined and not appropriate. Not only would this stray from corporate liability into personal liability (presumably not only the company would be subject to liability, as might be expected for violation of a noise-based operating restriction), but any worker involved or deemed to be involved – from the pilot, to the ramp worker, to the dispatcher and so on and so on – could be subject to this expansive provision. This individual liability is unreasonably broad, unworkable and overly aggressive in general, but even more so in light of the fact that no exceptions to the restriction would be available for commercial operations.

1-13

Second, the proposal that an airline would be banned from night operations entirely for three years if it had three non-compliant operations within three years is excessive and overly punitive. Again, given that there are no exceptions available for commercial operations, the restriction imposes a strict liability standard. To then turn this into a total operating ban if there are three incidents of non-compliance, regardless of the circumstances, is overly punitive. Simply put, such a penalty would itself be an inappropriate restriction on air travel and inconsistent with ANCA.

1-14

⁹ Further, it is ironic that LAWA attempts to claim this as a potential "benefit" to the airlines, as the normal LAX noise abatement flight tracks actually add fuel burn to airline operations.

¹⁰ The aggressive nature of the enforcement provisions that LAWA seeks is frankly shocking; we are not aware of similarly punitive enforcement provisions for such a noise restriction either in the U.S. or internationally.

The City's Responses to Comments

1-10. Trans-Pacific flights save fuel and emit less carbon dioxide by departing to the west. At reduced takeoff weights, their time-to-climb to cruising altitude is faster and their total flight times are shorter than the comparable heavier-weight takeoff to the east with its slow-climbing turn back over the ocean. See Section 7.2 of the Part 161 Application.

1-11. The Application demonstrates that the proposed restriction will not create untenable operations or unreasonable hardship, particularly in light of the impact that late night east departures have on low income and minority neighborhoods. Further, it is reasonable to assume that, if the proposed restriction were in place with additional exemptions suggested by A4A, the exception would swallow the rule and the proposed restriction would have no effect.

1-12. Based on information provided by the airlines, there is no reason to expect that any aircraft operations will be discontinued as a result of the proposed restriction due to the availability of more cost-effective measures such as off-loading weight. See Section 7.3.

1-13. While the City does not concur that individual liability is per se unreasonable and reserves the right to include such liability in the future (subject to appropriate FAA approval), the Proposed Ordinance has been revised to address the commenter's concern.

1-14. While the City does not concur that restricting operations of pervasive violators of a noise restriction is barred by ANCA and reserves the right to include such restrictions in the future if the proposed enforcement penalties prove ineffective (subject to appropriate FAA approval), the Proposed Ordinance has been revised to address the commenter's concern.

Mr. Scott Tatro
December 17, 2012
Page 5

In light of the above, we urge LAWA to decline to go forward with the proposed mandatory operating restriction. Thank you for your consideration.

Sincerely yours,



Nancy N. Young
Vice President, Environmental Affairs

The City's Responses to Comments

Legal Department
3620 Hackberry Cross Road
Building B, 3rd Floor
Memphis, TN 38125
Telephone 901.434.8600



February 17, 2012

Submitted via email to laxpart161@lawa.org

Mr. Scott Tatro
Los Angeles World Airports
1 World Way, P.O. Box 92216
Los Angeles, CA 90009-2216

RE: Comments on the 14 CFR Part 161 Application for Approval of a Runway Use Restriction at the Los Angeles International Airport

Dear Mr. Tatro:

Federal Express Corporation (FedEx Express) is submitting the following comments on the application of the Los Angeles World Airports (LAWA) for approval of a runway use restriction at the Los Angeles International Airport (LAX). These comments are based on the application prepared pursuant to Federal Aviation Regulation Part 161 and the Airport Noise and Capacity Act of 1990 (ANCA) and the supporting analysis prepared by LAWA's consultants.

FedEx Express fully supports and incorporates herein the comments submitted in opposition to the application by Airlines for America (A4A), and provides our additional comments below.

2-1

The LAWA application seeks to make mandatory a voluntary restriction on easterly departures from midnight – 0630 during Over-Ocean and Westerly operations modes, when tailwinds from the east are below 10 knots. The cost analysis of the proposed restriction is based upon a limited projection of future “non-conforming” departures based on a data set of such easterly departures compiled by LAX over the past 10 years. The benefits analysis of the proposed restriction is based largely upon an estimate of residents who may be awakened by such easterly departures as a result of the overwhelming success of the current voluntary runway use program, which has resulted in communities having come “to expect no aircraft departures over their homes during the late night hours.” (LAWA application, Section 1.2).

2-2

The LAWA application states that over the past 10 years, the number of non-conforming departures has averaged 65 per year, occurring on average over 30 nights per year. Based upon this information, the LAWA application makes a projection of 65 affected departures in 2013 and 2018. This projection includes only 3 all-cargo operators—all foreign carriers operating trans-Pacific routes—and no domestic flights are included in the projection at all. (LAWA application, Table 17) The supporting Use Restriction Cost Analyses in Appendix M of the LAWA application is wholly based upon this limited projection. The full list of the “non-

2-3

The City's Responses to Comments

The City responds as follows:

The City thanks FedEx for its comments.

2-1. Please refer to the City's responses to the comments by Airlines for America.

2-2. The noise problem is caused by non-conforming easterly departures, which result in night awakenings. See Section 6.2. Non-conforming easterly departures persist despite the voluntary program and the Application demonstrates that relieving this persistent noise problem through the proposed restriction meets the requirements of ANCA.

2-3. The forecast of nonconforming departures includes no domestic flights because they are exceptionally rare. For example, LAWA's records from monitoring non-conforming departures indicate FedEx has itself had only one non-conforming departure since 2004.

conforming” departures compiled since 2001 is not included in the LAWA application, and FedEx Express does not track directional LAX departure information in our records.

2-3

While FedEx Express is not included in the limited projection of affected departures, our internal analysis indicates a potentially significant impact resulting from the proposed restriction. Of note, the FedEx Express routes most likely impacted by the proposed restriction are domestic MD-10 departures to Newark (EWR) and Indianapolis (IND), neither of which would turn back to the west over the noise-sensitive communities described in the LAWA application. As indicated in the attached “MD-10-10” spreadsheet, these daily flights are impacted as a result of the weight-based runway performance thresholds that decrease with tailwinds below 10 knots. Our analysis shows payload weight reduction requirements between 800lbs and 11,000lbs resulting from the lack of availability of an easterly departure based on historical weight data for these flights. As indicated in the attached “AM east wind” chart, our meteorological data shows tailwinds from the east from 3 – 10 knots an average of 34% of the time between 0100 and 0700 at LAX over the past year, bringing these conditions into play during a substantial amount of nighttime periods. As an aside, we note that such winds occur much less frequently during the summer months of July and August; the LAWA application seeks to attribute a smaller number of “non-conforming” departures during these months to planned reductions in payload. (LAWA application, Section 6.1)

2-4


As indicated in the Use Restriction Cost Analysis in the LAWA application, there are multiple ways that a carrier might accomplish and deal with such a payload weight reduction requirement. FedEx Express, however, offers a money-back guarantee to its customers and our reputation is greatly dependent on our timely delivery performance, so simply delaying delivery is not an option. The operation of additional flights to transport the reduced payload would involve significant additional costs, including emissions implications.

While the uncertainty of the conditions that would bring the restriction into play makes it difficult to calculate a cost impact with precision, we believe that the analysis in the LAWA application has unduly limited the projection of impacted flights and has underestimated the cost impacts. We also challenge the justification for the proposed restriction, as being based upon the clear success of the current voluntary runway use program. Accordingly, we find that the proposed restriction would be unduly burdensome on the airlines and impose an undue burden on interstate commerce.

2-5

Sincerely,

FEDEX EXPRESS



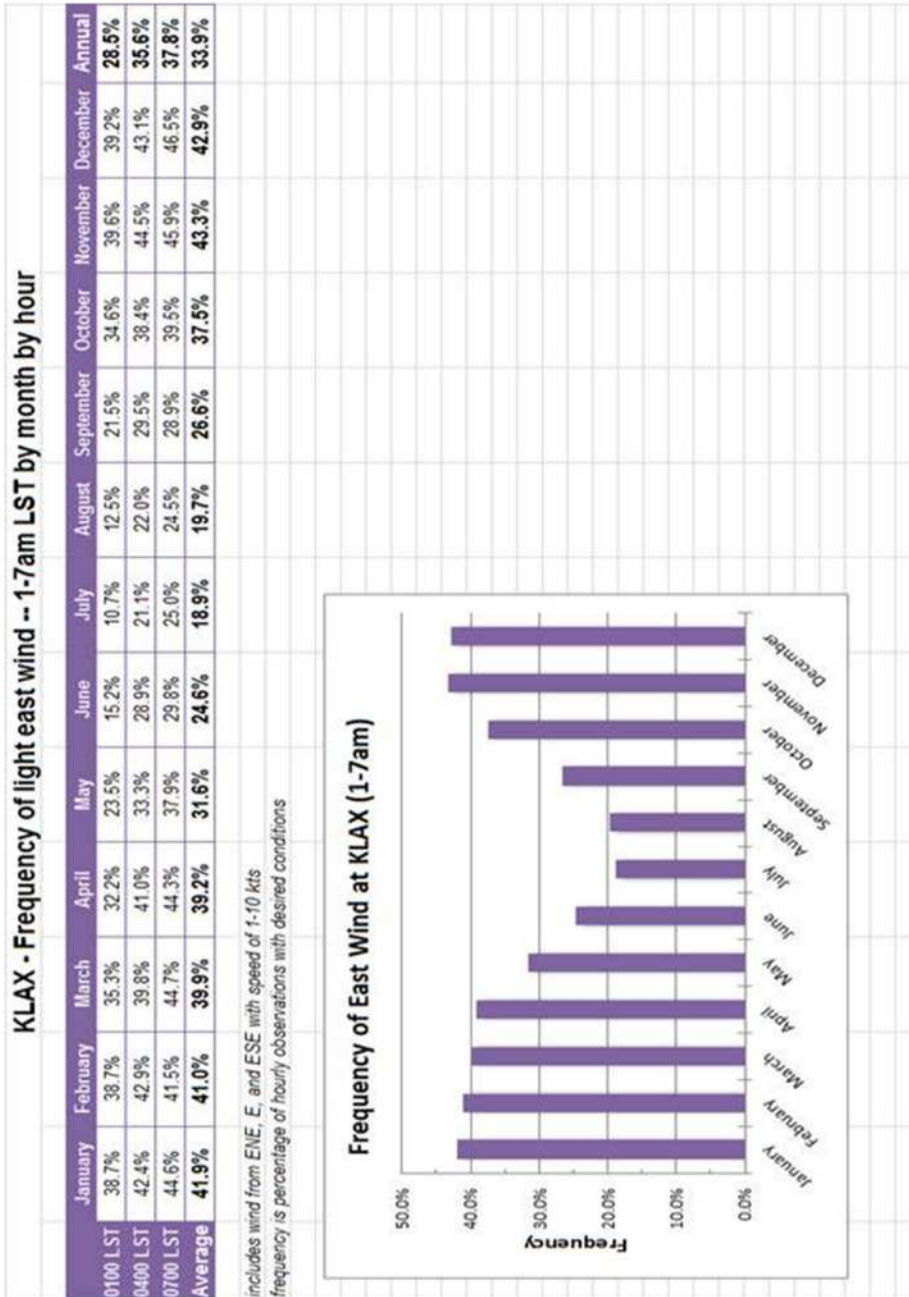
David M. Jensen
Lead Counsel
Regulatory Affairs

The City's Responses to Comments

2-4. The FedEx analysis of MD-10 payload penalties is based on an unrealistically high airport temperature and as a result substantially overestimates the payload reduction required when taking off to the west with a low to moderate tailwind. This is supported by the fact that FedEx has had only one non-conforming departure since 2004. If FedEx expects that it will increase its non-conforming easterly departures, it will contribute to worsening the noise problem since all aircraft taking off to the east pass directly over noise sensitive communities. Restricting such flights will increase the benefits of the proposed restriction.

2-5. Given that FedEx has had one non-conforming flight over the last eight years, the suggestion that the Application underestimates costs because the proposed restriction could require the operation of additional flights to meet timely delivery requirements or result in significant costs due to money-back guarantees is overstated and fails to consider the benefits that would result from the restriction.

Attachment 1 to FedEx Letter



**BEFORE THE
LOS ANGELES WORLD AIRPORTS
LOS ANGELES, CALIFORNIA**

**Los Angeles International Airport Notice of Proposed Airport Use
Restriction and Release of Draft Part 161 Application**

COMMENTS OF THE CARGO AIRLINE ASSOCIATION

Introduction:

On November 1, 2012, Los Angeles World Airports (LAWA) issued its proposed airport use restriction that would prohibit the easterly departure of all aircraft (with limited exceptions) at Los Angeles International Airport (LAX) during the hours during the hours of 12 midnight to 6:30 a.m. when LAX is operating in Over-Ocean Operations or when the airport remains in Westerly Operations during these hours. Comments on this proposed restriction were requested by December 17, 2012, with an intent to submit the restriction to the Federal Aviation Administration (FAA) by the end of January 2013.

The Cargo Airline Association (“the Association”) is the nationwide trade organization representing the interests of United States all-cargo air carriers.¹ Our members routinely operate at LAX and would potentially be adversely affected by the proposed restriction. Accordingly, the following Comments are submitted for consideration by LAWA.

¹ Airline member of the Association are ABX Air, Atlas Air, Capital Cargo, FedEx Express, Kalitta Air and UPS Airlines.

The City's Responses to Comments

The City responds as follows:

The City thanks the Cargo Airlines Association for its comments.

The Proposed Restriction:

Stating that it has found a significant nighttime noise problem in the operation of easterly departures at LAX when the airport is operating in either Over-Ocean or Westerly Operation configurations, LAWA has proposed an outright ban of such operations between the hours of Midnight and 6:30 a.m. At the present time, this restriction is on a voluntary basis.

This restriction is being proposed in spite of the fact that LAWA candidly admits that “(o)ver the past ten years, the number of non-conforming departures has averaged 65 per year, or 0.1% of the nearly 57,000 total nighttime (defined as 10:00 p.m. to 7:00 a.m.) departures projected to occur at LAX in 2013.”² In addition, LAWA goes on to point out that such non-conforming operations historically account for only 0.2% of the flights operated between midnight and 6:30 a.m. Moreover, such non-conforming operations are not very frequent, occurring, on average, on less than 10% of days on an annual basis.³

The operational need for such non-conforming flights when tailwinds are between 0 and 10 knots is clearly recognized by LAWA. As stated in the Draft Part 161 Study:

It is when the tailwind component is between 0 and 10 knots that pilots of large, heavy aircraft request non-conforming easterly departures to maximize their headwind component and meet minimum takeoff length requirements for the weight of the aircraft. Historically, the operators requesting to depart contrary to current flow conditions are long-haul passenger and cargo carriers with heavily loaded aircraft heading to destinations such as Sydney, Singapore, Tokyo, and Beijing.⁴

In other words, LAWA recognizes that there is a valid operational need for the non-conforming operations; the requests are not made for non-operational reasons. At the

3-1

² Draft Part 161 Study, p. 4.

³ Draft Part 161 Study, p. 4.

⁴ Draft Part 161 Study, p. 4.

The City's Responses to Comments

3-1. The quoted excerpt from the Application does not recognize a need for continued non-conforming operations since the operational concerns can be addressed by aircraft operators.

same time, LAWA argues that imposition of the proposed restriction "...would not ban any flights or cause air carriers to cancel service or divert flights to alternate airports".⁵ However, it is clear that, in order to comply with the restriction, operational "adjustments" will be necessary. As noted by LAWA, such adjustments will likely include reduced payloads and/or delayed flights.

Position of the Cargo Airline Association:

Current airport noise policy is directly traceable to the Airport Noise and Capacity Act of 1990 (ANCA) which was subsequently implemented by the FAA in Part 161 of its Regulations. Both ANCA and Part 161 specifically require that, for a proposed regulation to be approved, it must be "reasonable". See, 49 USC 47524(c) and 14 CFR 161.305. Implicit in any "reasonable standard" is that the proposed restriction must address a significant noise problem. **The Cargo Airline Association respectfully submits that LAWA has not demonstrated a significant noise problem and the proposed mandatory operating restriction at LAX is both unnecessary and unreasonable.**

3-2

As LAWA itself notes, the operations at issue comprise less than 0.2 % of operations between midnight and 6:30 a.m. and occur less than 10% of the time. The only conclusions that can be drawn from these data are (1) that there is **not** a noise problem that warrants a blanket ban on eastbound operations when operationally necessary and (2) that the existing voluntary program to restrict nighttime noise from easterly operations when operationally feasible is working very well. In fact, what LAWA appears to be arguing is that the voluntary program is working so well that local residents have become used to a quiet nighttime environment, thereby increasing their

3-3

⁵ Draft part 161 Study, p. iii.

The City's Responses to Comments

3-2. The Application demonstrates that a current and projected noise problem (night awakenings) exists that will be relieved by the restriction, as required under 14 C.F.R. § 161.305(e)(2)(i)(A)(1). See e.g. Sections 1.3 and Section 6.2. Section 8.1 provides evidence that the restriction is reasonable, non-arbitrary and non-discriminatory. The restriction merely requires that all aircraft operations conform their departures to prevailing flows at LAX.

3-3. The Application does not state or argue that the low income and minority neighborhoods east of LAX have become accustomed to quiet and thus are more sensitive to non-conforming easterly departures. The analysis reported in the Application is based on the application of the ANSI sleep disturbance standard. The additional mitigation that is achieved by turning the voluntary measure into a restrictive one allows these Environmental Justice neighborhoods to experience more uninterrupted nights of sleep than they would otherwise, and at reasonable cost.

In addition, LAWA is not proposing a blanket ban on easterly departures between the hours of midnight and 6:30 a.m. The LAX proposed restriction is intended to restrict easterly departures only during Westerly Operations and Over-Ocean Operations, but does not propose restricting easterly departures when the FAA has directed that LAX operate in Easterly Operations.

sensitivity to the extremely small number of non-conforming flights. That argument is, in itself, a concession that the magnitude of any disturbance is extremely small and cannot rise to the level of warranting an outright ban of certain, operationally required, flights.

While this proposed restriction is problematic for all industry members operating “heavy” equipment, it is especially troublesome for all-cargo operators. LAWA believes that “(s)ome carriers are likely to limit their payloads or occasionally delay individual flights until more favorable wind conditions exists, but the impacts on air carrier operations and associated costs are expected to be small.”⁶ This belief is wholly at odds with an all-cargo business model that depends on guaranteed expedited time-definite service. Contrary to LAWA’s assertions, off-loading cargo and/or delaying flights which could operate on time is not a viable option – especially where, as here, the environmental benefits are *de minimis*.

3-4

Moreover, while the Draft Part 161 Study implies that potentially affected residents enjoy virtually total nighttime quiet except when easterly operations are conducted when LAX is operating in the Over-Ocean or Westerly operational mode, that is clearly not the case. As the Draft Part 161 Study points out, from April 1, 2010 to March 31, 2011, 540 easterly departures occurred between midnight and 6:30 a.m., only 56 of which were non-conforming. There are, therefore, almost ten times as many conforming easterly departure flights as non-conforming flights. Accordingly, the “noise delta” that should be considered is not between zero (no noise) and 65 flights, but rather between approximately 484 conforming easterly departure flights and an additional 56

3-5

⁶ Draft Part 161 Study, p. 91.

The City's Responses to Comments

3-4. There are viable options to non-conforming easterly departures. See City Responses 1-5, 1-9 and 1-12 above. As indicated in Section 7.5 the environmental benefits (both in terms of reduced awakenings and reduced fuel burn and greenhouse gas emissions) are not *de minimus*.

3-5. By definition, there cannot be conforming and non-conforming easterly departures at the same time. Accordingly, when non-conforming easterly departures occur, there are no conforming easterly departures that could be causing the same sleep awakenings.

non-conforming flights. Put somewhat differently, the increase in community noise for those allegedly affected is not nearly as dramatic as LAWA has alleged.

In view of these facts, the Cargo Airline Association respectfully urges LAWA **not** to implement the proposed mandatory nighttime restriction on easterly departures when LAX is operating in an Over-Ocean or Westerly Operations mode. Indeed, when looking at the data presented, the only conclusion that can be reached is that the proposed restriction is a solution desperately in search of a problem. The facts of record clearly indicate that, contrary to LAWA's assertions, the existing voluntary program is working very well, with very few operationally required non-conforming flights each year. To implement the proposed restriction is therefore unreasonable and not in the public interest.

3-6

Respectfully submitted,



Stephen A. Alterman
President
Cargo Airline Association
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Suite 610
Washington, DC 20036
202-293-1030
salterman@cargoair.org

December 17, 2012

The City's Responses to Comments

3-6. Non-conforming easterly departures persist despite the efforts to reduce the number of non-conforming operations through a variety of volunteer programs. These non-conforming departures create a noise problem due to night awakenings that the proposed restriction will relieve at reasonable cost.

From: [Yasuo Nishiyama](#)
To: [NOISE MANAGEMENT - LAXPART161](#)
Subject: Re: Proposed Eastern Departure restriction of all aircraft
Date: Tuesday, December 04, 2012 10:15:28 PM

To: Dear Mr. Scott Tatro/Los Angeles World Airports, Environmental Services Division.
From: Yasuo Nishiyama/Deputy General Manager Flight Operations Standard/Nippon Cargo Airlines

Dear Mr. Tatro,

We have learned the proposed Eastern Departure restriction of all aircraft is under discussion and LAWA will submit part 161 document to FAA on 13 Jan next year for the accepting the application.

We Nippon Cargo Airlines are one of the operator on the list of table 17 "Projected Aircraft Departures Affected in 2013 and 2018, by Airline, Destination, Cargo or Passenger Flight Type, and Aircraft Type" in the "Benefit-Cost Analysis of Runway Use Restriction" draft dated October 2012.

Needless to say, we understand the importance of the noise abatement and we have been trying to be a good neighbour as much as possible.

On the other hand, Los Angeles International Airport is one of the most important airports in the world for the air transportation companies regardless of passenger or cargo and an essential airport for transpacific routes.

Due to the nature of the long haul flight, the take off weight is very heavy and the aircraft needs higher performance available. In the eastern wind condition, the aircraft needs to take off to the east so that it can avoid tail wind which will decrease the performance.

We believe the facts above have been already taken into consideration before the proposal had been done.

However we would appreciate if you could reconsider the factor mentioned above and grant some waiver or exceptions in case of unavoidable wind conditions possibly few times per year.

4-1

In addition, we have heard LAX will have approximately 3 months of runway 07L/25R closure due to construction work in next summer. The runway is the longest one and it is going to be another big impact for cargo airlines like us. If runway 07L/25R closure and the eastern departure restriction in effect happen at the same time, it would be an unreasonable burden to the air transportation companies like us.

4-2

Please kindly take this situation into account and consider to set an exceptional/waiver period during the construction of runway 07L/25R to mitigate the impact at least.

4-3

Very best regards

Yasuo Nishiyama
Deputy General Manager
Flight Operations Standard
Nippon Cargo Airlines
phone: +81-476-32-9843
fax: +81-476-32-9776
e-mail: yasuo.nishiyama@nca.aero

The City's Responses to Comments

The City responds as follows:

The City thanks Nippon Cargo Airlines for its comments.

4-1. The voluntary program in existence today currently provides for the exceptions requested, which has resulted in the unimpeded 65 annual average non-conforming easterly departures provided in the Part 161 Application. Thus, these exceptions would eliminate the effectiveness and undermine the purpose of the proposed restriction.

4-2. The City does not expect the restriction to be in effect by the summer of 2013.

4-3. Please refer to response to 4-2.

BuchalterNemer
A Professional Law Corporation

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E-Mail Address: blichman@buchalter.com

December 14, 2012

VIA E-MAIL (LAXPART161@LAWA.ORG)

Scott Tatro
Los Angeles World Airports
1 World Way, P.O. Box 92216
Los Angeles, CA 90009-2216

Re: Los Angeles International Airport - 14 C.F.R. Part 161 Application for Approval of a Runway Use Restriction - October 2012

Dear Scott:

As you know, we represent the City of Inglewood, California ("Inglewood"), signator on the "Stipulated Settlement" with the City of Los Angeles signed February 16, 2006, resolving the challenge by Inglewood and four co-Petitioners¹ to the approval by the City of Los Angeles ("City") of the LAX Master Plan Program. The following constitute Inglewood's comments on the "Los Angeles International Airport 14 C.F.R. Part 161 Application for Approval of a Runway Use Restriction," Draft of October 2012 ("Draft Part 161).

An important provision of the Stipulated Settlement to Inglewood is its Appendix A, § A, subsection 10, "Part 161 Noise Study." In that section, City commits to "seek FAA approval of various penalties that can be imposed on airlines whose flights violate nighttime Over-Ocean policies and procedures." [Emphasis added.] The Draft Part 161 then parses from the full complement of "Over-Ocean policies and procedures" "nonconforming" departures to the east during the hours of 12:00 midnight to 6:30 a.m., thereby omitting a critical aspect of the "Over-Ocean policies and procedures" which have been in effect on a voluntary basis for decades, but which the Stipulated Settlement now requires LAWA attempt to make mandatory in their entirety – that is, Over-Ocean arrivals during the same period.

While that section of the Stipulated Settlement also specifically refers to "restrictions on departures," it is Inglewood's position that the clear intent of the parties to the Stipulated Settlement; the Board of Airport Commissioners ("BOAC"), in signing the original 1972

¹ Co-Petitioners include the Cities of Culver City and El Segundo, the County of Los Angeles and Alliance for a Regional Solution to Airport Congestion ("ARSAC").

The City's Responses to Comments

The City responds as follows:

The City thanks Ms. Barbara Lichman for her comments on behalf of the City of Inglewood. The comments raise issues arising under California state law concerning the scope of LAWA's obligations to seek approval of Part 161 restrictions. The comments do not question the analysis in the Application and whether it complies with ANCA. Accordingly, no response is necessary for FAA's evaluation of the application.

Buchalter Nemer

Scott Tatro
December 14, 2012
Page 2

Resolution establishing “Over-Ocean procedures;” the California Department of Transportation, Aviation Division (“Caltrans”), in granting the 2011 Variance from the California Airport Noise Standards, 21 C.C.R. § 5000, *et seq.*, at least partially on the basis of the Over-Ocean procedure mitigation measure; and LAWA itself, in its continuing “aircraft noise abatement and operating procedures and restrictions,” September 2010 (*see* Draft Part 161, § 1.1, fn. 15) was to include in the Draft Part 161 Application not only a proscription on occasional, “nonconforming” departures to the east, but a mandate that “Over-Ocean procedures,” as a whole, including both arrivals and departures, be made enforceable.

I. THE SCOPE OF THE DRAFT PART 161 APPLICATION IS UNNECESSARILY LIMITED

At its fundament, the Draft Part 161 Application appears to misconstrue the purpose of 14 C.F.R. Part 161 (“Part 161”), *i.e.*, to make mandatory existing voluntary restrictions, not to merely punish deviations from those existing voluntary restrictions. In this case, a Part 161 Application to make mandatory the full extent of the “Over-Ocean procedures” that have been in existence as a unit for 40 years would not only serve the positive purpose of protecting communities to the east of the airport, but would also per se penalize deviations from both mandated arrivals and departures to the east.

Moreover, to ignore an arrival procedure integral to the “Over-Ocean procedures” is to abrogate the scope of the restriction that has been extant for 40 years. The original 1972 resolution establishing the Over-Ocean procedures, Resolution 7467 of the BOAC, requires that “all aircraft approaching Los Angeles International Airport shall approach LAX from west to east” between the hours of 11:00 p.m. - 6:00 a.m.”² [Emphasis added.]

Subsequently, beginning in about 1990, Caltrans incorporated the Over-Ocean procedures as mitigation measures in the variances from State noise standards granted to LAX as a noise problem airport. Under the most recent Variance of February, 2011 “LAX is to continue in full force and effect the implementation and enforcement of . . . Over-Ocean operations between 0000 and 0630 [24 hour time designations for 12:00 midnight to 6:30 a.m.], weather and operational conditions permitting.” Finally, the Draft Part 161 Application concedes that the most recent LAX aircraft noise abatement operating procedures and restrictions continue to specify “arrival and departure procedures for . . . Over-Ocean operations.” Draft Part 161 Application, § 1.1, p. 3.

Despite these clearly inclusive mandates, and the requirement for enforcement of Over-Ocean procedures set forth in the 2011 Variance, the Draft Part 161 Application addresses only one-half the “Over-Ocean procedures,” that one-half governing departures. This is particularly

² Those hours were subsequently reduced in 1974 by Amended Resolution 8372 to 12:00 midnight – 6:30 a.m., which also established a minimum ceiling, visibility and tailwind components for Over-Ocean arrivals. Draft Part 161 Application, § 1.1, p. 2.

The City's Responses to Comments

BuchalterNemer

Scott Tatro
December 14, 2012
Page 3

surprising as departures to the west, into the prevailing wind, are the norm at LAX, both day and night, and, thus, are more easily complied with, while arrivals from the west, with prevailing wind, are an anomaly, and, thus, in need of more stringent policing to prevent infractions.

In short, the Draft Part 161 Application, as currently applicable to only a portion of the full "Over-Ocean procedures," fails to satisfy either the clear intent of the Stipulated Settlement or the commitment to the State of California for noise mitigation as set forth in the currently applicable Variance.

II. THE OMISSION OF OVER-OCEAN ARRIVALS FROM THE DRAFT PART 161 HAS THE POTENTIAL TO SERIOUSLY DISADVANTAGE COMMUNITIES TO THE EAST OF THE AIRPORT

The Draft Part 161 Application, §§ 5 and 6, reflect a substantial number of nighttime arrivals as well as departures.³ Of these, § 6, Table 7 indicates a total of 44 arrivals occurred on the North Runway Complex (Runways 6 and 24) between the hours of 12:00 midnight and 6:30 a.m. Despite this substantial proportion of nighttime arrivals, the Draft Part 161 Application fails to fully evaluate the impacts of arrivals from the east, currently precluded only by the voluntary compliance of the carriers.

Needless to say, this omission gives rise to the specter of greatly increased noise impacts over Inglewood and other communities east of the airport from the absence of, or failure to enforce, restrictions on Over-Ocean arrivals. As the application correctly asserts with respect to "nonconforming" departures to the east, "many residents are estimated to be awakened from sleep," Draft Part 161 Application, § 1.2, p. 4. This statement is even more true with respect to the arrivals from the east, because of their lower altitude, if not specifically prohibited.

Moreover, because night operations are weighted at 10 times the level of daytime operations in the calculation of cumulative noise impacts, any deviation from "Over-Ocean procedures" for arrivals, if they are not made mandatory, could significantly increase the noise contours to the east, thus prejudicing the airport as well as the communities around it.

For all the above reasons, Inglewood strongly urges LAWA to increase the scope of the Draft Part 161 Application to encompass "standard" Over-Ocean arrivals during the hours of 12:00 midnight to 6:30 a.m., thereby ensuring the integrity of the current noise variance, as well as compliance with the Stipulated Settlement. Inglewood appreciates this opportunity to

³ Section 5, Table 4 shows 114.215 night arrivals in 2013, and Table 6 projects 121.524 night arrivals in 2018.

The City's Responses to Comments

BuchalterNemer

Scott Tatro
December 14, 2012
Page 4

comment and looks forward to the enlargement of the scope of the Draft Part 161 Application to include the full complement of "Over-Ocean procedures" so critical to the welfare of the citizens of Inglewood.

Sincerely,

BUCHALTER NEMER
A Professional Corporation

By 

Barbara Lichman

BN 12963383v1

The City's Responses to Comments

From: [Richard Cavalier](#)
To: [NOISE MANAGEMENT - LAXPART161](#)
Cc: ["laura_schiller@boxer.senate.gov"; "chris_thompson@fenstein.senate.gov"; "mikael.moore@mail.house.gov"; "samahndi.cunningham@sen.ca.gov"; "assemblymember.bradford@assembly.ca.gov"; "executiveoffice@bos.lacounty.gov"; "mrm.dade@cityofinglewood.org"; "michaelstevens@cityofinglewood.org"; "counciloffice@cityofinglewood.org"; "emprales@cityofinglewood.org"; "r.franklin@cityofinglewood.org"; "allcouncilandclerks@elsegundo.org"](#)
Subject: Toward Sanity at LAX
Date: Saturday, November 03, 2012 3:23:33 PM

Scott Tatro,

LAWA's recent "Runway Use Restriction" notice mentions restrictions of some east-bound take-offs, but that seems to be more a cosmetic than corrective restriction. A better solution of the residents' problems would require that all arrivals and departures take place in the "Westerly operation" mode. Yes, that would reduce the number of flight that could be handled in any given period. Yes, that would make the airlines unhappy. Yes, that would recognize that the grandfather protections at LAX cover propeller planes for a much smaller runway footprint. Yes, the residents of the area are increasingly resentful of growing demands on their mental and physical health in order to maximize profits for airlines beancounters who ignore the human costs.

I am enclosing a (reconstituted) e-mail sent o/a end Sept/early October, 2012 to all CA elected officials, Washington to local. Be aware that the reign of the airlines' beancounters is coming to an end. The limited grandfathering of currently-oversized LAX is done with the mistaken belief that nearby residents have no rights, legal or elective. This should not become a test case.

It would be in the best interests of LAWA, residents and businesses in contiguous area, and even airlines' own service levels to return to human-tolerance levels of aircraft size, noise, and pollution. I remind you that the scheduled meeting of November 1, '12 for residents was large and angry. I earnestly suggest that you call these items to the attention of LAWA executives while there's still time to avoid a major confrontation.

By copy, I am reminding all elected officials that this problem is major and needs their vigorous individual and collective support on behalf of residents, taxpayers, and voters.

Richard Cavalier,
Inglewood

PRIOR:

Honorable Elected Official(s): [transmissions to multiple elected officials & press]

This is an augmentation of my two-minute recorded comment at a public hearing on the Specific Plan Amendment Study (SPAS; at Proud Bird, Westwood, 8/25/12). The problem requires firm support from various politicians who represent residents of areas immediately surrounding LAX; otherwise, residents of contiguous areas are voiceless.

Key problem, simplified:

No one is in charge! The mayor of the central city controls construction at the airport but events affect very few of his own voters; a past congress has effectively assigned control over air traffic to the federal government and has effectively ceded control to the airlines' bean-counters; tethered to airlines, LAWA cannot provide neutral counsel. Meanwhile non-central-city residents have no assigned voice in the decibel derby. . . unless through non-L.A. elected officials. That's neither democratic nor tolerable.

Issues addressed at the hearing:

Re: Construction:

Re: Modernization--yes: some aspects of LAX are uncomfortable; and improvements are a service to all travelers. Current passenger surveys list LAX as being among the nation's most uncomfortable airports.

Re: Relocation of Runway 6L/24R to the north--NO! SPAS Alternative #2 (modernization plus extended runway aprons to reduce turn-around time; no extension or northward movement of key runway) seems to serve both improvement purposes adequately, without making significant new encroachments on the affected public.

Northward movement of that runway (besides extending abuses) will require additional residential

The City's Responses to Comments

The City responds as follows:

The City thanks Mr. Richard Cavalier, a resident in the City of Inglewood, for his comments.

soundproofing. . . while more than 3,000 residential units still require initial service, after years of slow delivery.

It's important to recognize that any airport expansion is a response to the demands of airlines' accountants, who have determined that larger planes and expanded airports are the answer to their financial problems.

However, despite my travels in more than forty countries, I have never met a traveler who insisted on flying in larger cattle-cars with earlier advance check-ins, slower loading, more-frantic unloading, and slower baggage claim. The public has already ceased to enjoy the transport element of travel. Air travel today is punitive. Special lounges for frequent travelers proves the point.

If larger planes permit lower fares, then people who buy 'low fares' rather than 'premium service' should not expect--and certainly not demand--to land at the airport nearest the metro center. People who choose to stay at a B&B rather than in a major hotel do not expect the B&B to be across the street from a downtown hotel.

The finest of the smaller jet planes (the French Caravelle, under 80 seats) was quick loading/unloading, quiet, smooth, and a joy to fly. The bean-counters decided that it was uneconomical. Under regulated fares, it was. Now, with deregulated fares, the Caravelle and British BAC (and their out-boarded rear-engine concept) can be returned to service with newer engines and premium fares for those who still value their travel sanity. Didn't someone mention that the turbo-prop might be returning? Smaller is better!

Ultimately, the drive to bigger planes (520-seat size is already in design phase) will require still other rounds of expansion--no upper limit has yet been established. The contiguous population should not be held hostage to bean-counter schemes.

It's time to call enough "Enough!" on behalf of both the abused contiguous residents and the manhandled passengers. Move all mass-cargo carriers to distant locations and then connect them to city-centers at airline expense. If the airlines want longer runways and planes, let them find private financing for distant locations and light rail connectors. Then the problem-causers will be the solution-payers. That's fair. Politically-supported voter-abuse is not.

Overall problem:

Although the City of Los Angeles controls construction at LAX, an earlier US Congress has already co-opted local control of air traffic. Curiosity: The Mayor of Los Angeles favors the runway move northward; however the number of L.A. city-voters who live in immediate proximity to LAX are a distinct minority--he can win with impunity favor the bean-counters and expansion-forever. Rich voices should not be the determiners.

Just as with banking limits (Glass-Steagall was eliminated to please laissez-faire business people; or TARP bailouts ignored limits on banks' usage), that earlier Congressional action re: skies has effectively removed intelligent limits. Unleashing the airlines' bean-counters has saddled the nearby populations with the negatives. Glass-Steagall has already demonstrated the folly of ideology-driven legislation: it can have severe unintended consequences. Larger planes can guarantee only larger disasters when they happen.

Keep in mind that the wonderful folks surrounding the vacated Marines' El Toro airport in Orange County want to take control of John Wayne airport away from LAWA. Reduced hours there would help to keep the noise in Los Angeles! JWA neighbors oppose any new north runway, and the City of Newport Beach was granted a veto over expansion to the south. Granted by whom? Where's the corresponding veto power at LAX?

Essential: Given the legislative mess with the LAX situation; its surrounding smaller cities and an unincorporated area; and the confronted public, it's necessary for the various elected politicians speak for the essentially voiceless populations of non-L.A.-city-proper residents who surround LAX.

This writer will gladly help to create a collateral awareness in the general populations surrounding LAX. Exactly how should the affected public respond so as to encourage your individual offices to take a direct part in ending the LAX (and other airport) encroachment on the quality of public lives in order to feed private interests and fortunes? An action response, please. . . .

Re: Ignored health problems:

Currently, the airlines stack the incoming planes over metropolitan Los Angeles and land them at low and noisy levels. That delivers all health-abusive results to the public: the distressing noise; pulmonary problems from, and smell of, spewed fuel fumes; as well as constant distractions for students and public--all for the convenience of the airlines. Other speakers reported increased rates of cancer and respiratory problems near LAX.

Given poor or non-existent sanitizing of seats and tables, according to Dr Joseph Maroon, there are many types of bacteria cultured, including fecal. Also, the dry air of the cabin contributes to pulmonary problems when coughs can drift two seats front and back--in most planes, that's six-to-nine or more passengers exposed.

The FAA permits over-ocean arrivals at night. If eastward-landings will work at night, they will work 100% of the time. The matter of take-off and landing into the wind has been the stated need since the days of

The City's Responses to Comments

propeller planes (grandfathered); however, jets move at more than triple the speed of propeller planes and create their own lift. Wind doesn't blow that fast, even in hurricanes. Wind drift has the same pressure at given times when approaching from either east or west.

Yes, noise and fumes from the ocean will drift eastward, but they'll be much diluted and scattered. Arrivals from, and take-offs to, the west should be made permanent for all flights. That conflicts with the current practice of landing from the east and take-off to the west; however that arrangement saturates traffic on behalf of the airlines while punishing the surrounding populations. The Congress is tasked with regulating commerce, not pampering it!

Yes, noise carries farther over water; but share the wealth. Then waterfront towns might also be less willing to tolerate expanded service at LAX, even though their executives use it more often than do the less-comfortable contiguous groups.

Airports are a regional problem. It's time for the FAA, LAWA, and SoCal's elected officials to deal effectively with the regional issues. LAWA is remiss in considering significant changes at LAX for airlines while not seriously considering the physical and emotional health risks and damages in the local populations.

Re: Jobs:

Because no one is arguing for closing LAX, most of the sad commentaries re: job loss were irrelevant--possibly reflecting scare tactics by their unions, which foresee larger memberships there, if expanded? Two important items:

- 1) Several attendant-level workers stated their "right" to have jobs. No one has a "right" to a job that causes distress for someone else. Foreign-born persons often have curious ideas about their "rights" upon arrival.
- 2) Those who spoke as union members (and who will get work under the modernization contracts) had all neglected to mention that those jobs will be temporary, although the negatives will have permanent impact on the surrounding communities and their residents.

Re: the Grandfather Clause:

Abuse has long been heaped on objectors in communities that surround LAX because residents have been beat down with the boogeyman of a Grandfathered Airport. That's true of a small landing area for propeller planes. Jets have no "Grandfather" protections at LAX. They have been shoe-horned into a docile public's life, space, and consciousness by an ill-advised Act of Congress. It's fair to challenge both the airlines' policy of "bigger is better" and also to challenge Congress' wisdom in disposing of public health and safety concerns in broad strokes.

Therefore, it's time to challenge the airline industry's guiding policy of "bigger-is-better." Put new limits on aircraft size at LAX: try "smaller is better."

Apparently, an earlier Congress had agreed with the airlines that that bigger is better. . . and had favored the dictates of an industry whose demands have become oppressive. The public is reaching the upper limits of tolerability. Both the crowded travelers and the distressed contiguous communities feel--rightly and nationally--that they have been abandoned by their legislative leaders of the past and possibly the present.

Re: Reception of digital broadcast TV:

Although implementation of digital transmission was required by Pres Bush-43, the digital system is infinitely worse for reception (rapidly repeated blackouts of sound and picture) than was analog broadcast (jiggled picture, acceptable sound, even if static). Cable is an easy answer to reception, but cable companies are not responsible for poor broadcast reception; the FCC and broadcasters are. Why was the current broadcast system installed without provision for necessary upgrades? The defaulting party(s) should pay for broadcast-only cable at no or low expense to the currently-dispossessed recipients of broadcast.

Residents' TV complaints have evidently been directed to LAX offices, rather than to elected representatives. There it's been ascribed to tower radio contact--but the control tower doesn't move, although the interruptions are variable. The problem then appears to be reflection from the skin of aircraft, which reflects differently depending on aircraft approach positions vs wind drift.

FCC has countered that (X- number) of stations are still available in the area. Quantity-over-quality suggests that bubble gum for the eyes is adequate, even if interrupted. Lack of quality programming is still a major failing of the FCC requirements for broadcasters.

One local chief of staff for an elected representative is not personally receptive to the TV complaints. The matter is not her personal decision. This complaint is itself tangential, in contrast to the health and quality of life complaints related to the FAA, as above. It requires separate handling with FCC. It will be addressed accordingly.

The City's Responses to Comments

Wrap up:

Gordian knot: The removal of all airline departures and arrivals at LAX to an over-ocean location will mitigate or eliminate all of the noted complaints above. On that basis alone, these complaints and this solution should be considered.

The time seems appropriate now to consider the human element at LAX or such continued aggravation will jog travelers and the airport-local residents into beginning a travel revolt that can include the entire nation. We need attention now from elected officials; all must listen and act in concert on behalf of the airport-local populations in order to create an equitable interim solution for the LAX area. . .until the Congress can devise an intelligent and workable system for the nation.

Given the legislative quandary and inequitable veto powers and voices, what actions can your office take, under what circumstances, to help to implement the needed people-protection elements, as implied in the notes above? Exactly how can we locals gain your help? Will you join other elected officials in a concerted effort to create a SANE SITUATION AT LAX?

Richard Cavalier
<http://www.meetingsCavalier.com/>
310/671-7262

The City's Responses to Comments

From: [Shelley Tucker](#)
To: [NOISE MANAGEMENT - LAXPART161](#)
Subject: Easterly departures from 12:00-6:00 a.m.
Date: Thursday, November 15, 2012 12:55:16 PM

Gentlemen:

As a resident of El Segundo, I am curious to know how you plan to implement the above proposal of fewer easterly flights which will not increase the noise from additional westerly flights between the hours mentioned. We residents of El Segundo have enough aircraft noise to deal with, especially from so many freight flights taking off and landing in the evening hours. You cannot accommodate the residents in one area at the expense of residents in another. That solves nothing. Please re-think this proposal and come up with a more intelligent solution that will work for all residents within close proximity to LAX whether to the east, west, north or south.

5-1

Thank you,
Shelley Tucker

The City's Responses to Comments

The City responds as follows:

The City thanks Ms. Shelly Tucker, a resident in the City of El Segundo, for her comments.

5-1. The LAX proposed restriction will not add any additional flights at LAX between the hours of midnight and 6:30 a.m. The regulation will only require that departures during these hours conform to the air traffic flow at the time of the operation. The LAX/Community Noise Roundtable, of which the City of El Segundo is a member, requested LAWA seek the proposed restriction by this Part 161 process. The restriction, if approved by the FAA, will not shift noise from the communities to the east of LAX to the residents of El Segundo.

From: [rob_trent](#)
To: [NOISE MANAGEMENT - LAXPART161](#)
Subject: lax east departure
Date: Tuesday, December 04, 2012 9:41:27 AM

this is unacceptable. our entire household and half the neighborhood was terrified and shaken. consider me a supporter of the cause to get these east departures prohibited.

6-1

"A United Airlines Boeing 747-400 plane leaving Los Angeles International Airport bound for Australia flew over Manhattan Beach along Rosecrans Avenue and out over the ocean at an altitude of 1,450 feet Monday night around 10:38 p.m., according to an online flight tracking system."

sincerely

Rob Trent
35th St.
Manhattan Beach, CA

The City's Responses to Comments

The City responds as follows:

The City thanks Rob Trent, a resident in the City of Manhattan Beach, for his comments.

6-1. While this departure operated in the same manner as the non-conforming operations that the LAX Part 161 restriction would restrict, this particular flight would have been allowed to operate as it did with or without the restriction in place because it departed prior to midnight and prior to the beginning of the proposed restriction period.

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