



LA/Ontario International

Los Angeles World Airports

Part 150 Noise Exposure Map Update – 2015

Los Angeles World Airports (LAWA) is updating the Noise Exposure Maps (NEMs) for LA/Ontario International Airport (ONT) to determine eligibility for continued federal funding for the City of Ontario Quiet Home Program (QHP).

In Fall 2012, the Federal Aviation Administration (FAA) notified officials of the QHP that, due to the age of the existing NEM developed in 1990, the QHP is no longer qualified for FAA noise mitigation grants. The QHP uses the NEM to determine participant's eligibility and receives funds from both FAA and LAWA to perform noise mitigation measures (such as sound insulation and land acquisition of residential properties) in the City of Ontario. In order to determine eligibility for continued federal funding, LAWA initiated the process to update the NEMs.

The following text briefly describes the Part 150 regulation and opportunities for the communities around the airport to be involved and provide public comment in this project.

What is a Part 150 Study?

A Part 150 Study is an in-depth noise and land use compatibility study that involves working with the community to address its concerns and developing a detailed analysis of aviation-related noise levels and the variables that affect them. LAWA selected the noise consulting firm Harris Miller Miller & Hanson Inc. (HMMH) to assist with updating the Noise Exposure Maps that were developed in 1990. Over time, airport operations change, technology changes, and land use patterns can change. The current effort updates the 1990 Noise Exposure Maps based upon current conditions and forecast aircraft operational activity at the airport.

What does a Part 150 Study include?

There are two principal technical elements to a Part 150 Study: the Noise Exposure Maps (NEMs) and the Noise Compatibility Program (NCP). The FAA only required ONT to update its NEMs at this time to determine eligibility for continued federal funding for the noise mitigation programs. The NEMs include aircraft noise exposure contours created using the FAA's Integrated Noise Model (INM). The noise contours are presented on a map that depicts the airport's layout and land uses within the communities surrounding the Airport. These contours also reflect the noise exposure from aircraft operations occurring during the year of submission to the FAA (2015 expected) and for a five-year forecast (2020) as mandated by the FAA.

What will the ONT NEM update mean to residents near the airport?

The previous NEM used for noise mitigation eligibility near the airport is based on 1995 conditions, and since 1995 there have been many changes to aircraft technology and aircraft operations. Therefore, it is necessary to determine what changes have occurred with respect to aircraft noise and incompatible land uses, based on current and updated forecast operations and aircraft types. According to FAA guidelines, an NEM must reflect reasonable representation of current and/or forecast conditions, must be updated if there is a substantial increase or significant decrease in the noise contour

over incompatible land uses, and must be reviewed by the airport/sponsor and verified by FAA/ADO if more than five years old.

The NEM update will likely result in a change to the eligibility area for noise mitigation programs where some residents, who were eligible in the 1995 NEM, may no longer be eligible for noise mitigation programs like the QHP.

How does the community get involved?

The Part 150 process recognizes the importance of reaching out to interested stakeholders from both the aviation and community perspectives. Therefore, HMMH contacted representatives of the Ontario Quiet Home Program Office, the airlines, the FAA, general aviation groups, and other interested stakeholders. In addition, two public workshops were held to inform and solicit comments from the interested stakeholders including the nearby communities.

Where can the public review the Noise Exposure Maps documents?

The Noise Exposure Maps documents are available for review at the second public workshop (March 19, 2015) and at the following locations (from March 10 – April 10, 2015):

LA/Ontario International Airport Administration Office
1923 E. Avion Avenue, Ontario (Call for appointment 909-544-5361)

Ovitt Family Community Library
215 East C Street, Ontario

Colony High Branch Library
3850 East Riverside Drive, Ontario

Ontario Quiet Home Program Office
Ontario Housing and Municipal Services
208 W. Emporia Street, 2nd Floor, Ontario

The documents are also available on the project website: <http://www.lawa.org/ONTPart150.aspx>

Is the Part 150 Process unique to LA/Ontario International Airport?

Some 250 airports have voluntarily conducted Part 150 Studies to work with communities on managing aircraft noise compatibility. While many of the elements of a Part 150 Study are the same, each airport and community is distinctive. As a result, the needs, the process and the outcomes of the Part 150 Study are uniquely tailored to each airport.

More information on Part 150 and the process can be found at the following FAA website:
http://www.faa.gov/airports/environmental/airport_noise/