



LAX/Community Noise Roundtable Aviation Noise News

January 8, 2020

House Bill on Airport Noise Restrictions Concerns Aviation Groups

[Source: AINonline, December 23, 2019](#)

On December 12th, House Representative Joe Neguse introduced the “Aircraft Noise Reduction Act” (H.R. 5423). The three-page bill provides a provision for the “owner or operator of a general aviation airport” to restrict for-compensation and for-hire aircraft operations by type and number; the bill also prevents the withholding of Federal funds (including Airport Improvement Program grants) in response to the implementation of such restrictions.

On December 20th, 2019, nine aviation groups wrote a letter to the House Committee on Transportation and Infrastructure to state their opposition to the bill. According to the letter, Congress has already affirmed that aviation operations should not be regulated at the local level, through the passage of the Airport Noise and Capacity Act of 1990 (ANCA). The aviation groups expressed concern that Rep. Neguse’s bill would threaten the safety and efficiency of the many general aviation airports in the National Airspace System while jeopardizing flight training, medical, and cargo operations that support local economies.

The nine aviation groups included the Aircraft Owners and Pilots Association,

Airlines for America, the Cargo Airlines Association, the Experimental Aircraft Association, the General Aviation Manufacturers Association, Helicopter Association International, the National Air Transportation Association, the National Business Aviation Association, and the Regional Airline Association.

Los Angeles City Attorney Files Suit Against FAA Over Burbank Airport Departures

[Source: Burbank Leader, December 12, 2019](#)

The office of Los Angeles City Attorney Mike Feuer filed suit against the Federal Aviation Administration (FAA) on December 12th, alleging that the FAA has not abided by departure procedures that it published in 2017 for Hollywood Burbank Airport (BUR). The suit alleges that the FAA has permitted aircraft to drift south of historical flight paths and overfly certain residential areas in the southern part of the San Fernando Valley that have not historically been overflowed. Reports by several consultants and the FAA itself have confirmed that departures have drifted farther south over the past two years.

Feuer seeks to have the FAA use flight paths that were in place at BUR before implementation of the Southern California Metroplex air traffic project. The FAA has maintained that BUR departure procedures

have not changed even though aircraft are farther south than they used to be. Instead, the FAA expressed that aircraft could be overflying areas farther south than in the past due to weather, air traffic volumes, and aircraft performance capabilities rather than any changes to departure procedures.

Final Assembly of NASA “Quiet” Supersonic Aircraft to Begin

[Source: SciTechDaily, December 23, 2019](#)

The National Aeronautics and Space Administration (NASA) X-59 Quiet SuperSonic Technology (QueSST) demonstrator aircraft recently passed a major project management review. Passing this review enables final assembly and systems integration to begin. NASA expects the first flight of the X-59 to occur in the year 2021.

The X-59 is shaped in a way that NASA expects will reduce the classic “sonic boom” associated with supersonic (faster than sound) flight down to a “gentle thump.” The aircraft will be flown above select communities to gather information, including public perception of the aircraft’s sound.

The X-59 is an experimental aircraft that will not carry passengers. Its development program is a part of NASA’s Low Boom Flight Demonstrator Project, which belongs to NASA’s Integrated Aviation Systems Program. The aircraft is being constructed by Lockheed Martin Aeronautics Company in California. Completion of X-59 final assembly is targeted for late 2020.

Quieter Aircraft Operations May Mean More Flights at Long Beach Airport

[Source: The Grunion, December 24, 2019](#)

A reduction in per-flight aircraft noise may mean that more commercial flights per day will be permitted at Long Beach Airport in the year 2020. The Airport is subject to a noise ordinance, established before the passage of the Airport Noise and Capacity Act of 1990 (ANCA), which sets a nighttime aircraft operations curfew and a “noise budget” that effectively limits the number of commercial operations. This ordinance is one of the most restrictive aircraft noise ordinances in the United States.

The noise budget effectively allowed 41 commercial flights per day when it was first established. One “flight” is counted as one landing plus one takeoff. In 2015, a study indicated that 50 flights per day must be allowed within the noise budget, due to reductions in per-flight aircraft noise. A memo written by Airport director Cynthia Guidry earlier this December indicated that an additional three flights per day must now be allowed, for a total of 53 flights per day. The language of the noise ordinance requires the city to offer the additional slots to commercial aircraft operators. So far, Hawaiian Airlines, Delta Air Lines, and Southwest Airlines have expressed interest in the slots.