



LAX/Community Noise Roundtable

Aviation Noise News Update

May 9, 2018

House Passes Multiyear FAA Reauthorization Bill with Aircraft Noise Provisions



On April 27, 2018, the United States House of Representatives passed H.R. 4; the FAA Reauthorization Act of 2018

- The Act authorizes FAA spending over a five-year period on a wide range of operational, planning, and research efforts including efforts related to aircraft noise control and land use compatibility
- The Act is unusual for an FAA reauthorization bill in that it contains at least ten noise-related amendments, most of which were proposed by the House Quiet Skies Caucus. Three noise-related amendments did not make it into the approved bill*
- The Senate version of the bill is on hold and may not move forward until after the midterm elections in the fall
- Both versions of the bill must be passed, reconciled by the Conference Committee, and signed by the President prior to becoming law

*A brief review of the noise-related amendments is on the May 9, 2018 LAX Roundtable Agenda

FAA Returns to Pre-RNAV Flight Paths in Phoenix



On March 29, 2018, as a result of a court order, the FAA began utilizing most of the flight paths that were in place at Phoenix Sky Harbor International Airport prior to September 2014 when new RNAV procedures were implemented without public notice

- Departure flight tracks to the north and west are nearly identical to the Pre-RNAV flight tracks
- Departure flight tracks to the southwest will remain unchanged until May 24th when the FAA expects to resolve environmental concerns related to the National Historic Preservation Act
- FAA will develop new departure flight paths to the west after the old flight paths have been restored by utilizing public feedback collected through a community outreach process

United Airlines Takes Delivery of B737 MAX 9



On April 22, 2018, United Airlines took delivery of the first of ten B737 MAX 9 aircraft; which United expects to integrate into its route system by the end of 2018

- United Airlines stated that the 737 MAX 9 is quieter, flies farther on less fuel, and reduces CO2 emissions “...significantly compared with older generation aircraft.”
- Beginning on June 29th the 737 MAX 9 will operate on two daily flights between United’s hub at Houston’s George Bush International Airport and LAX
- United indicated that it, “. . .has given the MAX a new livery, similar to its fuel-efficient Boeing Dreamliner aircraft, so that employees and customers can easily recognize the plane and its superior fuel efficiency.”



Photo Credit: United Airlines

(<https://www.atn.aero/#/article.html?id=67645>)

(<http://newsroom.united.com/2018-02-19-MAXimum-Comfort-MAXimum-Efficiency-United-Airlines-to-Start-Boeing-737-MAX-9-Service>)

Electric Airplanes Debut in California's Central Valley



In the first of its kind program in the nation, four new all-electric airplanes debuted at Fresno Chandler Executive Airport on April 17, 2018

- The zero-emission and low-noise Pipistrel Alpha Electro Trainer will reduce the cost of flight training by as much as 70 percent, helping to address the nation's current commercial pilot shortage
- Charging stations for the aircraft are being established at Chandler, Mendota, and Reedley municipal airports providing student pilots with the ability to conduct training at all three airports
- The program is co-sponsored by Reedley College and CALSTART, a state agency that “works with the business and public sectors to implement clean, efficient transportation solutions.”
- Ivo Boscarol, General Manager of Pipistrel Aircraft noted that, “Being able to conduct training on smaller airfields closer to towns with zero CO2 emissions and minimum noise is also a game changer!”



Photo Credit: Fresno Bee

(<http://www.fresnobee.com/news/local/article209168169.html>)

(<https://www.pipistrel.si/plane/alpha-electro/overview>)

East Hampton Airport Pursuing 14 CFR Part 161 Study



After the Supreme Court declined to overturn a previous court ruling against the Town of East Hampton's curfew and operating restrictions on "noisy" aircraft, the town board is moving forward with a 14 CFR Part 161 Study to examine possible noise and access restrictions

- The firm conducting the work, which includes, but is not limited to: examining blanket curfews; weekend-only curfews; a noise quota system; a ban on the noisiest aircraft; and closure of the airport after the federal grant obligations expire in 2021, expects to have the Study available for public comment by this fall
- Alex Gertsen, Director of Airports and Ground Infrastructure for the National Business Aviation Association, expressed concern about the closure option noting that a 2011 economic study concluded that the Airport generated direct spending equal to well over half of the Town's annual budget of \$77 million. He added, "You can see the airport plays a significant role."
- Ultimately, the FAA will determine whether the application is acceptable and if the submission meets the requirements of 14 CFR Part 161