

LAX Community Noise Roundtable

Aviation Noise News Update
March 2011



Senate Passes FAA Reauthorization Bill

- **\$35 Billion, Two-Year Bill, Funds AIP at a level of \$4 Billion in 2011, and \$4.1 Billion in 2012**
- **The Bill that passed will help Environmentally by:**
 - **Allow Airport Funding of Special Studies or Reviews**
 - **Grant eligibility for Assessment of Flight Procedures**
 - **Create an Environmental Mitigation Demonstration Pilot Program**
 - **Makes ACRP a Permanent Program**
 - **Establishes a Consortium to Study how to Reduce Noise, Emissions, and Energy Consumption from Civilian Aircraft**
 - **Establishes an Advisory Committee on Future Aeronautics**
 - **Phase Out of Stage 1 and Stage 2 Aircraft**
 - **A Pilot Program for Redevelopment of Airport Properties**

House FAA Reauthorization Bill

- **House Transportation Committee Introduced a Four-Year Bill**
 - Funding would be reduced to 2008 Levels
 - Bill would Cut AIP Funding from \$3.5 Billion to \$3.1 Billion in 2011, and \$3 Billion from 2012 to 2014
- **Noise Provisions**
 - Extension of Grant Authority for Compatible Land Use Planning
 - Overflights of National Parks
 - NextGen Environmental Efficiency Projects Streamlining
 - Airport Funding of Special Studies and Reviews
 - Noise Compatibility Programs
 - Grant Eligibility for Assessment of Flight Procedures
 - Determination of Fair Market Value of Residential Properties
 - Prohibition of Stage 1 and 2 Aircraft Weighing 75,000 lbs. or Less
 - Aviation Noise Complaints
 - FAA Review and Reform

Source: Airport Noise Report Volume 23, Number 5

New Presidential Budget

- **The 2012 Federal Budget Request Includes:**
 - Increased Funding for NextGen = \$1.24 Billion
 - Eliminates Guaranteed AIP funding for Large and Medium Hub Airports
 - Allows Larger Airports to Increase the Passenger Facility Charge (PFC) cap from \$4.50 to \$7.00
- **Federal Grants will support Smaller Commercial and General Aviation Airports**

Source: Airport Noise Report Volume 23, Number 5

RNAV / RNP Procedures - CATEX

- **Sen. Maria Cantwell (D-WA) added a floor amendment to the FAA Reauthorization Bill that will Accelerate Approval of Performance Based Navigation (Area Navigation and Req. Navigation Performance**
- **Performance Based Navigation Forms the Backbone of the NextGen System**
- **The Procedures will get a Category Exclusion from Environmental Review If:**
 - **The Procedure Measurably Reduces Aircraft Emissions**
 - **Results in Absolute Reduction or No Net Increase in Noise Levels**

Source: Airport Noise Report Volume 23, Number 6

Aviation Growth and FAA Forecasts

- **Air Traffic is Expected to Double over the Next Two Decades**
- **U.S. Airlines will reach One Billion Passengers a Year by 2021**
 - This is two years earlier than expected
- **Passenger Miles should more than Double from 787 Billion to 1.7 Trillion in year 2031**
- **Total Landings and Takeoffs will Fall Slightly in 2011, but Grow at 1.6% a year to 69.4 Million in 2031**

Source: https://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=12440.

Boeing 747-800 Intercontinental

- **Boeing has Successfully completed a year of Flight Tests on its 747-800 Freighter which should help Boeing Certify its 747-800 Passenger Jet By Year-End**
- **The Boeing 747-800 Features:**
 - Wingspan of 224 Feet
 - Seats 467 Passengers
 - Lowers Seat-Mile Costs by 13% over the 747-400
 - Boosts Fuel Efficiency by 16% over the 747-400
- **The 747-800 Will Be Powered by Four GEnx-2B67 Engines:**
 - Rated at 66,500 lbs. of Thrust Each
 - **11.6 dB Quieter than Stage 4 ICAO Limit**
 - Reduces NOx Emissions 52% below ICAO Limits
 - 16% Lower CO₂ Emissions

Source: <http://www.bloomberg.com/news/2011-02-13/boeing-expects-passenger-version-of-747-8-to-fly-in-early-spring-in-u-s-.html>
<http://www.newairplane.com/747/>

Boeing's 737 Replacement

- **Boeing has Decided to Replace its Fleet Workhorse 737 with a New Airplane Design Rather than Outfit it With New Engines**
 - The New Airplane would enter service around 2020
 - Boeing CEO stated that the Industry will wait for Boeing to create a more efficient airplane even though Airbus decided to re-outfit their A320 series aircraft with new engines and winglets (A320neo)
 - A Schematic of the new design should be out within the next 18 Months

Source: <http://blog.seattlepi.com/aerospace/2011/02/10/boeings-mcnerney-were-going-to-do-a-new-airplane/>

Global Accident Rate is Lowest Ever

- **Last Year was the safest in Aviation History for Passengers Flying Western-Built Jets**
 - The 2010 Global Accident Rate was 0.61 per million flights according to IATA, just below 0.65 recorded in 2006
 - In 2009, the Accident Rate was 0.71
 - There were a Total of 17 Plane Accidents in 2010 compared to 19 in 2009
 - Runway Incursions Accounted for 21% of the Accidents Worldwide
 - 2.4 Billion people Flew Safely on 36.8 Million Flights

Source: <http://edition.cnn.com/2011/TRAVEL/02/22/plane.accidents/#>

Airbus and Boeing Set to Make Record Deliveries

- **Airbus and Boeing are on course to ship 1,000 Aircraft this year**
 - Airbus delivered 510 Aircraft, while Boeing delivered 462 Aircraft in 2010
 - Narrowbodies made up 80% of the shipments in 2010, or 780 Aircraft
 - The Two Manufacturers are reaching a combined output of just under 80 narrowbodies a month
 - Airbus Expects Deliveries in 2011 to be 520-530 Aircraft, while Boeing forecasts 485-500 Aircraft Shipments

Source: <http://www.flightglobal.com/articles/2011/02/22/353451/industry-heads-for-record-deliveries.html>