

LAX Community Noise Roundtable

Aviation Noise News Update
September 12, 2012



LAX's Annual Economic Output Is Nearly \$40 Billion

- **A report by the Los Angeles County Economic Development Corporation found that “Los Angeles International Airport helped pump \$39.7 billion into the Southern California Economy last year”**
 - The report found that LAX’s operations in 2011 supported more than 294,000 jobs throughout Southern California counties
 - According to the report, LAX “operations added an estimated \$2.5 Billion in taxes to city, county, and state coffers”
 - The report added, “In 2011, 265,000 flights from all over the world landed at LAX, generating the employment and revenue streams for 25,540 people in all job sectors within airport’s property”
 - “With its ongoing renovation and construction, LAX had a monetary effect of nearly \$2 Billion in the Southern California region last year, with \$850 million of capital improvement spending and \$690 million in labor income,” the report estimated.
 - The report found that Capital improvement projects could result in \$590 million in tax revenue in Southern California

FAA Releases PGL (12-09) for Noise Insulation Projects

- **FAA released a Program Guidance Letter (PGL) on August 17, 2012 that prescribed Airport Improvement Program (AIP) eligibility and justification requirements for noise insulation projects moving forward**
 - **The FAA PGL imposes the following “two-step” eligibility requirements for AIP funded noise insulation projects:**
 1. “The structure must be located within the 65 dB DNL contour” (CNEL 65 in California), and
 2. “The interior noise level must be 45 dB or greater”
- **The PGL includes a number of implementation procedures/requirements**
- **FAA will permit ongoing noise insulation programs that are already contracted or planned through FY2014, of which airport sponsors must submit a transition plan to the appropriate FAA Airports District Office by no later than September 17, 2012**
- **All sound insulation projects approved by the FAA within the transition plan must be completed by September 30, 2015**
- **Costs associated with redesigning noise insulation programs are not eligible for AIP funding**

L.A. Residents Sound Off On Helicopter Noise

- **An August 6, 2012 hearing hosted by Representative Howard Berman and conducted by the FAA called upon residents of Los Angeles to speak out on the negative impacts of helicopter noise across Los Angeles**
 - Acting upon the request of Representative Berman, the FAA said it would accept testimony from residents and helicopter industry groups
 - An estimated 250 residents and homeowners were in attendance
 - Berman’s office launched the Los Angeles Helicopter Noise Act, which would regulate commercial flight, but has stalled in Congress
- **Residents commented that they were tired of the commercial and noncommercial helicopters that routinely overfly their neighborhoods the bulk of which are tourist, paparazzi, media, and official helicopter operations**
 - During the meeting, residents requested “height restrictions, routes and neighborhood curfews” as well as improved helicopter markings to make identifying offenders easier
- **A report on how to reduce the helicopter noise impacts is expected within a year**

SMO Airport Commission Proposes Flight Operations Reductions

- **The Santa Monica Airport Commission is recommending that the City Council approve a Flight Operations Reduction Rule (FORR) that would limit the number of flights at the City-Owned Airport**
 - The FORR ordinance is designed after a New York municipal law that took effect in 1998 decreasing helicopter operations at a city-owned heliport
- **City Officials outlined the ordinance in a memo:**
 - The memo states, “The number of daily operations would be limited to 53 percent of the daily operations from the prior years. . . For example, if there were 100 operations on June 6, 2012, then no more than 53 operations would be allowed on June 6, 2013.”
 - “There is no council recommendation yet,” said City Attorney Ivan Campbell, “The information (about the ordinance) was provided to assist the council with the commission’s recommendations.”
- **Some members believe the City should concentrate on measures to severely modify or shut down Santa Monica’s Airport operations in 2015, when a detailed 30-year agreement with the FAA expires**
 - Recently, the City Council indefinitely suspended a proposal to subsidize flight schools in exchange for them conducting operations at other airports

Boeing 787 Dreamliner Coming to LAX in January 2013

- **On January 3, 2013, United Airlines will begin daily non-stop 787 service to Narita, Japan from LAX**
 - Daily non-stop 787 service to Shanghai will begin on March 30th
- **United Airlines is the first U.S. carrier to operate the Boeing 787**
- **Boeing has stated that, “the use of composites and a newly developed engine will result in a plane that burns 20% less fuel than jetliners of similar size.”**
- **The 787 Dreamliner uses a number of new technologies to help ensure that all sound above 85 dB stays within the airport boundary**
- **The Boeing website also states, “The noise footprint of the 787 is 60 percent smaller than those of today’s similarly sized airplanes.”**
- **Boeing also touts the 787’s point-to-point flight capability stating, “. . . fewer takeoffs and landings reduce the total noise footprint.”**



Propeller Planes Take Off, Fueled By Better Economics

- Over the past five years, propeller (turboprops) have outsold regional jets by two-to-one in the market for aircraft between 50 and 90 seats
- “Driven by the economics of fuel, propeller planes are also becoming larger, while many of the thirstier regional jets have been sent packing to desert storage”
 - “At elevated oil prices, a 70-seat turboprop costs about as much to operate as a 50-seat jet”
- Bombardier and ATR, which build the largest turboprops the Q400 and the ATR72 respectively, currently hold 70-80 passengers
- The two companies are looking into building even larger turboprops to fill the 90-100 passenger market and operate on routes with short stage lengths such as less than 650 nautical miles



PARTNER Studying Use of Ventilated Windows for SIPS

- **The Partnership for Air Transportation and Noise Emission Reduction (PARTNER) is investigating whether it is possible to use “ventilated windows” in airport sound insulation to improve indoor air quality**
 - “Ventilated windows hold great promise for conserving energy in buildings...they also improve indoor air quality,” says Purdue University School of Mechanical Engineering.
 - The Study concluded that ventilated windows “. . .can maintain acceptable indoor air quality throughout the day; whereas the use of exhaust fans in bathrooms and kitchens - the ventilation method used currently in airport residential sound insulation programs - cannot”
- **Ventilated windows are not used currently in airport sound insulation programs**
- **“The Purdue study will be used to help the FAA update its sound insulation program guidance, which does not address thermal and energy efficiency”**
- **Concerns include the ability to reduce the noise effectively through the ventilated windows, the overall cost in manufacturing and sale, and the possibility of the vents becoming clogged**

NextGen Update: FAA Not Moving Fast Enough

- **The FAA’s Inspector General told Congress on August 1st that the FAA was not moving fast enough to deploy NextGen**
 - Areas of concern include the Metroplex initiative, airport surface operations, and data communications
 - The Inspector General’s comments come as an audit of 32 recommendations for accelerating NextGen’s deployment that were made in September 2009
- **“The expected completion date for all Metroplex sites is now 15 months later than FAA’s earlier, more aggressive plans,” the Inspector General told Congress**
- **The Inspector General made several recommendations including:**
 - Commit to a plan with milestones
 - Evaluate combining the Metroplex study and design team processes
 - Document and prioritize projects identified by Metroplex teams
 - Develop a comprehensive controller training program on new Metroplex advanced procedures in a mixed-equipage environment
 - Establish a formal process for reporting roadblocks identified by Metroplex teams