



LAX Community Noise Roundtable

Aviation Noise News Update
May 8, 2013

State Senator Lieu Pushes for L.A. Helicopter Noise Reduction



- **Senator Ted Lieu introduced legislation in support of a federal measure that could bring helicopter noise relief to the Los Angeles area**
 - The federal Bill was introduced on February 4, 2013 by Representative Adam Schiff titled the “Los Angeles Residential Helicopter Relief Act of 2013”
 - The Bill would require the FAA to create regulations to reduce helicopter noise in Los Angeles
- **Senator Ted Lieu introduced “Senate Joint Resolution 7” that underscores the need for federal resolution**
 - The Senate Joint Resolution 7 states that the measure would urge Congress to enact and the President to sign the Los Angeles Residential Helicopter Relief Act of 2013
- **The LAX Community Noise Roundtable has submitted letters in support of the federal legislation**

Air Traffic Controller Furloughs Last One Week



- **The FAA said it would return to regular controller staffing levels after Congress passed a bill on Friday, April 26, 2013 giving the Department of Transportation more flexibility in applying sequestration budget cuts**
 - The measure allowed the FAA to redirect as much as \$253 million from its Airport Improvement Program (AIP) budget to shore up staffing and operations
- **The Airports Council International - North America (ACI-NA) opposed the use of AIP funds for FAA operations issues**
 - ACI-NA cited the overwhelming need to use AIP funds for airport infrastructure improvements, which depend on aviation planning, environmental, and noise studies
- **The potential impact of Congress' action is less money for funding noise-related work for the balance of FY 2013 and it sets a bad precedent for using AIP funds for non-AIP purposes**

ACI-NA White Paper on Airport's Role in PBN Design



- The Airports Council International – North America (ACI-NA) released a “white paper” titled, “Airports’ Role in the Development and Implementation of Performance Based Navigation (PBN) Flight Procedures”
- The white paper notes, “Airports have extensive knowledge about local politics and community expectations regarding engagement and environmental considerations related to proposed government actions.”
- The white paper encourage airports to proactively engage FAA and industry stakeholders with the community in PBN design processes (e.g., OAPM)
- LAWA’s working relationship with the LAX Community Noise Roundtable, FAA Air Traffic Control Tower, and Southern California TRACON is cited in the white paper as a positive example of collaboration



GAO Report on FAA's Progress on Next Gen



- **The Government Accounting Office (GAO) issued a report in April 2013 titled, “FAA Has Made Some Progress in Midterm Implementation, but Ongoing Challenges Limit Expected Benefits”**
- **The report identifies areas of where FAA has made progress in particular at large airports, but raises concerns in several areas including FAA’s involvement of airports in the NextGen process**
- **In a section of the report titled, “FAA Has Involved More Stakeholders, but Is Not Fully Engaging Airports,” the GAO indicates that several airports reported that the FAA is not fully leveraging their expertise regarding community concerns**
- **GAO concludes that, “A collaborative approach for NextGen that involves key stakeholders, such as airport officials, would better position FAA to fully leverage those stakeholders’ expertise, help identify possible solutions, and facilitate implementation of NextGen improvements.”**

Cost-Benefit of NextGen Avionics Equipage



- **Though the Federal government will soon back more than \$1 billion in loans for NextGen avionics systems, airlines are still reluctant in investing in the new technologies**
 - Per FAA mandate, airlines must have ADS-B “out”¹ installed in their aircraft by January 1, 2020 to gain unfettered access to the air traffic system
- **6,000-7,000 aircraft will need the equipment upgrade**
 - The total cost for the avionics package for a 737-800 is \$550,000 per jet
- **The issue airlines have is the accuracy and timing requirements of ADS-B “out”, and lack of clarity on what airlines will gain by investing in the technology**
 - “There are no clear financial economic benefits for an airplane with ADS-B “out”,” says Ken Horton, director of engineering for Southwest Airlines.
- **The potential noise, emissions, and fuel efficiency benefits of NextGen cannot be fully realized until all of the aircraft are equipped**

¹ADS-B “out” equipment reports an aircraft’s position to air traffic control ers and other aircraft.
http://www.aviationweek.com/Article.aspx?id=/article-xml/AW_04_22_2013_p35-570639.xml&p=2

New FAA Budget Boosts NextGen, but Down Overall



- **The FAA proposed 2014 budget of \$15.6 billion cuts \$351 million from 2012 actual levels by trimming Airport Improvement Program (AIP) Grants**
- **The FAA's requested AIP funds are \$450 million lower than fiscal 2012 and 2013 figures**
 - AIP funding would focus on smaller commercial and GA airports that do not have access to additional revenue
- **The budget also proposes to increase Passenger Facility Charge cap from \$4.50 to \$8.00 providing larger commercial airports with additional funding**
 - 29 Large Hub commercial airports (including LAX) asked Congress to remove the PFC cap entirely in exchange for them foregoing AIP grants
- **If larger commercial airports are allowed to increase PFCs, it could make more funds available noise mitigation programs where needed at the airport's discretion**
- **Reductions in AIP funding could impact aviation planning studies, environmental assessments, noise studies, and noise mitigation efforts**

Delta Air Lines to Upgrade MD-88 and MD-90 Fleet



- **Delta Air Lines announced plans to upgrade its 182 MD-88 and MD-90 aircraft with a new avionics package set to begin in early 2014**
 - The new avionics will allow the older Delta aircraft to fly shorter routes and take advantage of CDA and RNP instrument procedures
 - Also included in the avionics package is GPS capabilities incorporated with a data link and ADS-B that will allow flight crews to identify nearby air traffic, weather, and terrain on flat screen panel displays
- **Delta Air Lines says that they are continuing to work closely with the FAA as it advances NextGen procedures**
 - Many of the procedures are being developed at Delta Air Lines' hub airports
- **MD-88s are on the louder end of the Stage 3 aircraft category**
 - While the new avionics will make these aircraft capable of flying CDA and RNP procedures that may reduce noise on a per flight basis,
 - These aircraft will remain in Delta's fleet for many more years

ACRP Releases “Enhanced Modeling of Aircraft Taxiway Noise”



- **The Airport Cooperative Research Program (ACRP) of the National Academy of Sciences released its Volume II Report (02-27) titled, *Aircraft Taxi Noise Database and Development Process***
- **The report provides a recommended approach for incorporating a taxi noise database in the INM and AEDT**
 - While the intention of the research is to improve taxi noise modeling, the report does not indicate if the FAA intends to accept the study recommendations