



LAX Community Noise Roundtable

Aviation Noise News Update
September 11, 2013

FAA Seeks Public Comment on Draft Environmental Order



- **The public has until September 30, 2013 to comment on the draft of FAA Order 1050.1F - Environmental Impact: Policies and Procedures that will replace FAA Order 1050.1E**
- **There are 29 additions to FAA Order 1050.1E, other changes expand and update the FAA’s goal to “ensure timely, effective, and efficient” environmental reviews of proposed NextGen procedures (RNAV/RNP) including:**
 - CATEX1: Allows for Categorical Exclusion for RNAV/RNP procedures proposed for core airports
 - CATEX2: Allows for Categorical Exclusion for any navigation performance or PBN that would result in measureable reduction in fuel consumption, carbon dioxide emissions, and noise on a per flight basis
- **Noise Implications: Increased use of CatEx for RNP/RNAV procedures**
- **Submit Comments through Federal eRulemaking Docket at www.regulations.gov. Reference Doc. Number: FAA-2013-0685**

TRB Issues Guidelines for Airport Sound Insulation Projects



- On August 20, 2013, TRB released *ACRP Report 89: Guidelines for Airport Sound Insulation Programs*
- The report updates and expands previous guidance on airport sound insulation programs
- The report was prepared to help airport and non-airport sponsors develop and effectively manage their aircraft sound insulation projects
- The report touches on last year's release of the FAA's Program Guidance Letter (PGL) 12-09, "AIP Eligibility and Justification Requirements for Noise Insulation Projects," but recommends sponsors seek FAA guidance/clarification on PGL issues
- Noise Implications: May be a useful reference for LAWA and other sound insulation program sponsors
- The report is online at: www.trb.org/ACRP/Blurbs/169358.aspx

Court Rules Complaints Valid Basis for FAA Noise Restrictions



- **U.S. Court of Appeals for the District of Columbia Circuit ruled that noise complaints are valid basis for FAA’s noise abatement helicopter flight tracks**
- **Noise complaint data instead of the 65 DNL was cited in the ruling on Helicopter Association International vs. FAA; a case involving noise abatement helicopter routes on Long Island, NY**
- **Court said the 65 DNL threshold for compatible residential use near airports “was established for use in mapping noise exposure within the vicinity of airports, not residential areas far removed from an airport environment.”**
- **Noise Implications:**
 - It is unlikely that the ruling will be applied to highly urbanized areas near airports (e.g., the LA Basin)
 - The FAA has stated that it does not believe that mandatory helicopter routes would be feasible over Los Angeles County

FAA Adopts Final Rule Banning Stage 2 Jets Under 75,000 lbs



- **The FAA's final rule on Stage 2 aircraft enforces the statutory prohibition barring operations as stated in Section 506 of the FAA Modernization and Reform Act of 2012**
- **There are currently 599 Stage 2 aircraft affected by the rule, 413 are corporate jets that will have to be grounded or outfitted with a hush-kit to meet Stage 3 requirements**
- **The enforcement will go into effect starting December 31, 2015 with some exceptions for movement of aircraft for modification or sale**
- **The 1990 Airport Noise and Capacity Act (ANCA) directed the FAA to ban Stage 2 aircraft over 75,000 lbs. by December 31, 1999**
- **Noise Implications: Removal from operation or conversion to Stage 3 of the last remaining Stage 2 corporate jets by December 31, 2015**

NextGen Progress Despite Sequestration/Budget Cuts



- There are currently seven NextGen programs in the implementation phase that will deliver new capabilities for all phases of flight by 2018
- DOT Inspector General Scovel's report concludes that achieving NextGen will cost significantly more and take up to ten years longer than the originally planned 2025 full implementation date at a cost of \$40 billion to the government and industry
- FAA Administrator Michael Huerta defended the agency's progress saying, "We have consistently met more than 80 percent of our implementation milestones over the last five years..."
- The House Appropriations Committee has passed a proposed 2014 budget for the FAA that forces the delay of NextGen funding to keep the current system operating by cutting \$756 million from the agency's current \$16 billion level
- **Noise Implications: Potential delays to the Southern California OAPM process**

http://www.aviationtoday.com/av/business-and-general-aviation/The-Road-to-NextGen_79937.html

<http://www.ainonline.com/aviation-news/ain-air-transport-perspective/2013-07-22/nextgen-faces-ongoing-challenges-ig-says>

<http://www.bloomberg.com/news/2013-07-17/air-traffic-upgrade-harmed-by-u-s-budget-cuts-faa-chief.html>



- **Senator Dianne Feinstein (D-CA) inserted a provision attached to the Senate's transportation spending bill to address noise and safety issues created by helicopter traffic over Los Angeles County**
 - The provision would ask the DOT to study and adjust air routes that currently exist above Los Angeles to help minimize helicopter noise on residential areas and develop best practices for helicopter noise abatement
 - If, after a year, the DOT cannot show that the quality and safety of the area has been improved through voluntary measures, the bill would require the agency to start developing a rule to address the issue
 - The provision is dependent upon the passing of the bill itself
- **California Assembly Committee Hearing on Helicopter Noise Act**
 - On August 14, 2013, the California Legislature passed a resolution in support for the Los Angeles Residential Helicopter Noise Relief Act of 2013 (Senate Bill 208, HOR Bill 456) in a 26-9 Senate vote
 - The resolution urges Congress to enact and the President to sign the federal legislation
- **Noise Implications: Roundtable has been tracking this issue**

First RNP SID Will Be Implemented in ATL



- **On October 13, 2013, the FAA will implement the first Required Navigational Performance (RNP) Standard Instrument Departure (SID) procedure at a U.S. airport**
- **The curved departure at ATL will take aircraft equipped to fly the procedure over sparsely-populated areas west of the airport to increase efficiency and reduce noise**
- **Until full testing is completed, the FAA will not consider similar procedures at other airports, including a proposed procedure at the John Wayne Airport, to solve noise related issues**
- **Noise Implications: If the ATL RNP SID proves successful, expect to see more RNP SIDs implemented at other airports nationwide**