



# **LAX Community Noise Roundtable**

Aviation Noise News Update

March 11, 2015

# New Aircraft Sales Not Solely Based on Fuel Savings



- **Boeing CEO Jim McNerney said that low fuel prices have not affected airlines' plans to purchase Boeing's fuel-efficient airplanes**
- **He noted, "Our new technologically advanced airplanes not only have far better fuel efficiency and lower maintenance costs, but also often deliver higher passenger and cargo revenue, increased residual value, a better overall passenger experience, and greater range, allowing for new city pairs and more optimal routes."**
- **Boeing has nearly 5,800 airplane orders, representing eight years of production**

# NextGen Raises Community Concerns in Phoenix



- **FAA's implementation of NextGen procedures at Phoenix Sky Harbor Airport has produced the "unintended consequences" of aircraft overflying new neighborhoods at low altitudes**
- **CBS This Morning reported that ". . .planes that used to take off and turn nine miles out now make that turn at two to three miles, flying low over heavily populated neighborhoods."**
- **Noise complaints have increased from a total of 221 in 2013 to more than 3,300 in the past four months; the period since the flight paths were changed**
- **FAA offered to reconvene the Performance Based Navigation Working Group and will add a representative from the City of Phoenix Mayor's Office**
- **FAA Administrator Huerta added ". . .designing and developing possible adjustments will not be a simple or quick process."**

# Aviation Industry Groups Urge Fact-Based Approach



- In a letter to FAA Administrator Michael Huerta, seven aviation groups urged the FAA “. . .to continue its fact- and science-based approach in addressing aircraft noise issues.”
- The letter was prepared in response to requests from community groups to Congress to lower the national aircraft noise compatibility standard from 65 to 55 DNL
- The letter stated, “We are troubled by recent calls for FAA to fiat in new noise metrics and thresholds without basis. . .”
- FAA’s Office of Environment and Energy is leading the effort to conduct a series of social surveys at a cross section of US airports to determine if the community’s reaction to noise has changed since the 65 DNL threshold was adopted
- FAA has indicated that collecting and analyzing the survey data then formulating a policy based on the results will take several years to complete

# FAA Administrator Testifies on Reauthorization



- **FAA Administrator Michael Huerta told Congress that FAA needs “stable, long-term funding to effectively operate our air traffic control system, invest in NextGen and efficiently recapitalize our aging facilities.”**
- **He added, “This would best be achieved with the passage of a long-term reauthorization bill that establishes stable long-term funding to provide the certainty necessary to plan and implement long-term projects.”**
- **FAA has been criticized by Congress for being behind schedule and over budget on NextGen implementation, adding that the next reauthorization will include “significant reforms”**
- **In a related matter, President Obama proposed an increase in the Passenger Facility Charge from \$4.50 to \$8.00. If adopted by Congress, the change would result in a reduction in Airport Improvement Program funding from \$3.35B in FY 2015 to \$2.9B in FY 2016**

<http://atwonline.com/air-traffic-control/huerta-wants-stability-and-flexibility-faa-reauthorization>

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# State Role Proposed to Address O'Hare Noise



- **Illinois lawmakers are proposing that the state establish a noise hotline, collect aircraft noise levels, and develop noise contours for aircraft operations at Chicago O'Hare International Airport**
- **The legislation is intended to “. . .collect scientific data that ‘creates an accurate overall portrait of the impact of noise on community quality of life.’”**
- **The aircraft noise levels would be assessed using the Community Noise Equivalent Level (CNEL) and would require the development of maps depicting the 65, 70, and 75 dB CNEL contours**
- **The proposed approach of measuring aircraft noise using CNEL and depicting CNEL contours is similar to the approach in the California State Airport Noise Standards (California Code of Regulations, Title 21, Section 5000 et seq.)**

# FAA Announces Approach to CatEx2 Net Noise Reduction



- **Becky Cointin, Manager of FAA's Office of Environment and Energy's Noise Division, presented FAA's determination on the application of the Net Noise Reduction (NNR) method for CatEx2 at the UC Davis Aviation Noise Symposium in Palm Springs on March 3, 2015**
- **She explained that the FAA will use average DNL calculations in each of the three DNL bands (45-60, 60-65, and 65 and greater), but not the population approach recommended by the NextGen Advisory Committee CatEx2 Working Group**
- **FAA also decided to prescreen procedure(s) for a 1.5 dB increase in the 65 dB and greater DNL band. If a procedure failed the 1.5 dB test, it would not be eligible for a CatEx2**
- **Ms. Cointin said that administrative work needs to be completed before the NNR approach can be implemented, but it will probably be effective within the next six months**

# National Aircraft Noise Coalition Forming



- **A coalition of anti-noise groups from across the United States, known as Our Skies National Coalition, is forming**
- **A number of the groups in the coalition were formed recently in response to the noise effects in their communities resulting from the implementation of NextGen procedures**
- **While largely formed from east coast community groups, the coalition includes two from southern California:**
  - **the Alliance for a Regional Solution to Airport Congestion (ARSAC) and Concerned Residents Against Airport Pollution (CRAAP)**
- **The Coalition hopes “. . . that speaking with one voice with (sic) give them a seat at the table in addressing NextGen noise impact.”**