LAX Community Noise Roundtable

Aviation Noise News Update

January 13, 2016
Consolidated Appropriations Act of 2016

• On December 18, 2015, President Obama signed into law the bipartisan Consolidated Appropriations Act of 2016

• The Act is a $1.15 trillion omnibus spending bill that funds numerous federal agencies and their related programs through September 30, 2016

• The Act provides $16.3 billion in funding to the FAA including:
  – $9.9 billion for operations
  – $3.35 billion for the Airport Improvement Program
  – $2.9 billion for NextGen implementation
  – $31 million for the Airport Cooperative Research Program

• The Act did not include an increase in the passenger facility charge (PFC) cap as requested by airport operators

• The Act also did not address the privatization of FAA’s air traffic control function, which was supported by several airlines

The Act also includes a provision requiring the FAA to improve its approach to involving communities and airports in the implementation of NextGen Performance-based Navigation (PBN) procedures.

The Act directs the FAA Administrator to “complete and implement a plan which enhances community involvement techniques and proactively addresses concerns associated with” PBN procedures.

The Act also requires the FAA to update its Community Involvement Manual within 60 days of the Act’s passage.

The updated Community Involvement Manual must be transmitted to several House and Senate committees within 180 days of the Act’s enactment.
Plan to Spread Nighttime Noise at O’Hare

- The City of Chicago unveiled plans to rotate nighttime runway use at Chicago-O’Hare International Airport.

- The 52-week schedule would rotate arrival and departure runways during the period from 10 pm to 6 am and would not repeat the same runway combinations for eight weeks “to the extent possible.”

- The City’s plan also includes early turns designed to place aircraft over the least populated areas by using PBN technology.

- The plan will be submitted to the O’Hare Noise Commission for approval prior to the City submitting it to the FAA.

- No timetable has been set for implementing the plan.

On December 3, 2015, Representative Joe Crowley (D-Queens) reintroduced The Silent Skies Act (H.R. 4171)

The bill directs the FAA to issue regulations prior to December 31, 2016 requiring all U.S commercial aircraft to meet Stage 4 noise standards.

The Act would require the phase out of aircraft that do not meet the Stage 4 standards by 2037 by phasing out 25 percent of these aircraft every five years.

The Act would also require that beginning in 2017 all newly manufactured aircraft must meet ICAO’s Chapter 14 standards.

Under the Act, a partnership grant program would develop new, noise-reducing technologies with a portion of the sales of those technologies feeding back into the program.

Crowley said, “Through fleet replacement and investment in new technologies, quieter airplanes are an achievable goal.”

Boeing Rolls Out the First 737 MAX 8

- On December 8, 2015, Boeing Aircraft Corporation rolled out the first 737 MAX 8 from its Renton, Washington plant.
- Boeing stated that the 737 MAX 8 program is exactly on the schedule that was set over four years ago with the first flight of the aircraft is planned in early 2016.
- The 737 MAX 8 features several new technologies including the CFM International LEAP-1B engines and a new type of winglets.
- The 737 MAX 8 has a 40% smaller noise footprint than the 737-800.
- Sixty customers have ordered 3,000 of the MAX family aircraft.
- Southwest Airlines has 200 737 MAX aircraft on order with an additional 191 options.

Photo Credit: Boeing

(http://airlinersnow.com/newslog/?p=2515)
Boeing Delivers Record Number of Aircraft in 2015

- Boeing delivered a record 762 airplanes in 2015, which exceeded its 2014 mark by 39 aircraft.

- The delivery of these aircraft continues the airlines’ trend of “up gauging;” replacing older aircraft with quieter aircraft with greater seat capacity.

- Boeing had net orders for 768 aircraft in 2015, which brings its total unfilled orders to 5,795 aircraft.

- “We had a solid year of orders in 2015, maintaining a strong, balanced backlog that will help ensure a steady stream of deliveries for years to come,” said Boeing Commercial Airplanes CEO Ray Conner.

Learjet Hushkits Meet Stage 3 Standards

• On January 1, 2016 all aircraft weighing less than 75,000 pounds were required to meet the FAA’s Stage 3 noise certification requirements

• On December 28, 2015, Avcon Industries, a subsidiary of Butler Aviation, announced that it added the Learjet 20 series with the XR wing modification to its hushkit supplemental type certificate

• Avcon stated that now all models of the Learjet 24 and 25 can comply with the Stage 3 noise requirements

• “The Learjet 20 series were one of the first business jets,” said Avcon CEO Clark Stewart. “The mandate to comply with Stage 3 noise restrictions would have effectively grounded the entire fleet.”

• The article noted that “More than 700 Learjet 20 series were manufactured, and many are still flying.”