LAX/Community Noise Roundtable

Aviation Noise News Update

July 13, 2016

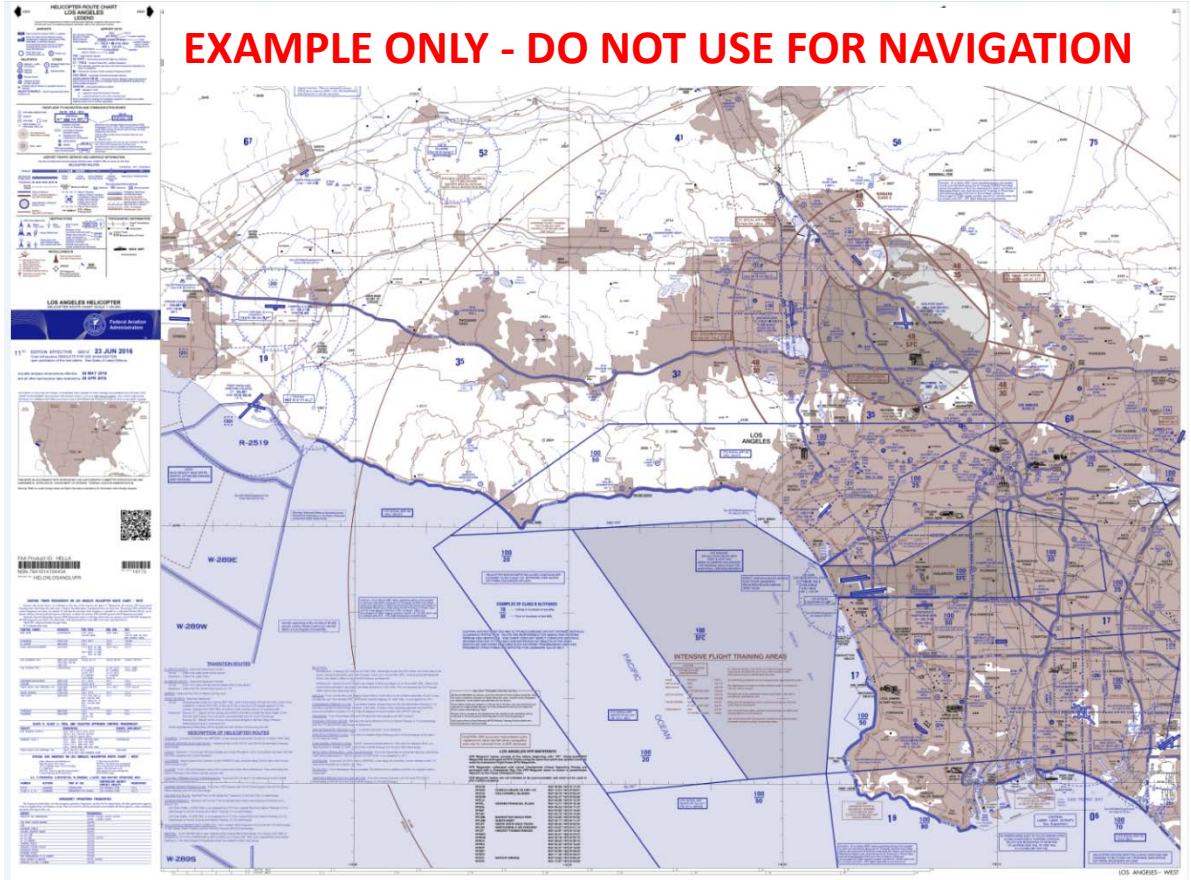
FAA Implements New Offshore Helicopter Route

On June 23, 2016 the FAA implemented a new Los Angeles County helicopter route to address community noise concerns

- Community activists indicated they were not informed of the FAA's action and that the new route will do little to reduce helicopter noise as it is only 750 feet off of the coast
- Richard Root, Vice President of the Los Angeles Helicopter Noise Coalition (LAHNC) said, "For comparison, the mandatory shoreline route for noise abatement in Long Island, New York, is one mile offshore."
- LAHNC had petitioned FAA for a route one half mile offshore, but the FAA rejected the proposed route for safety reasons ". . . because of the 'limited' ability for a single-engine helicopter to make it back to shore safely in the event of an emergency."
- Glen Martin, FAA Regional Administrator for the Western Pacific Region, said, "It's hard to get the word out to everybody who needs it, so we have some work to do by the sound of it." He added, "Time and data will tell us if we've gotten to the point where we're reducing that (noise) impact. Nothing is permanent."

(http://www.dailybreeze.com/government-and-politics/20160624/will-new-offshore-la-county-helicopter-route-curb-noise-complaints)

FAA Implements New Offshore Helicopter Route



Source: Federal Aviation Administration, June 23, 2016

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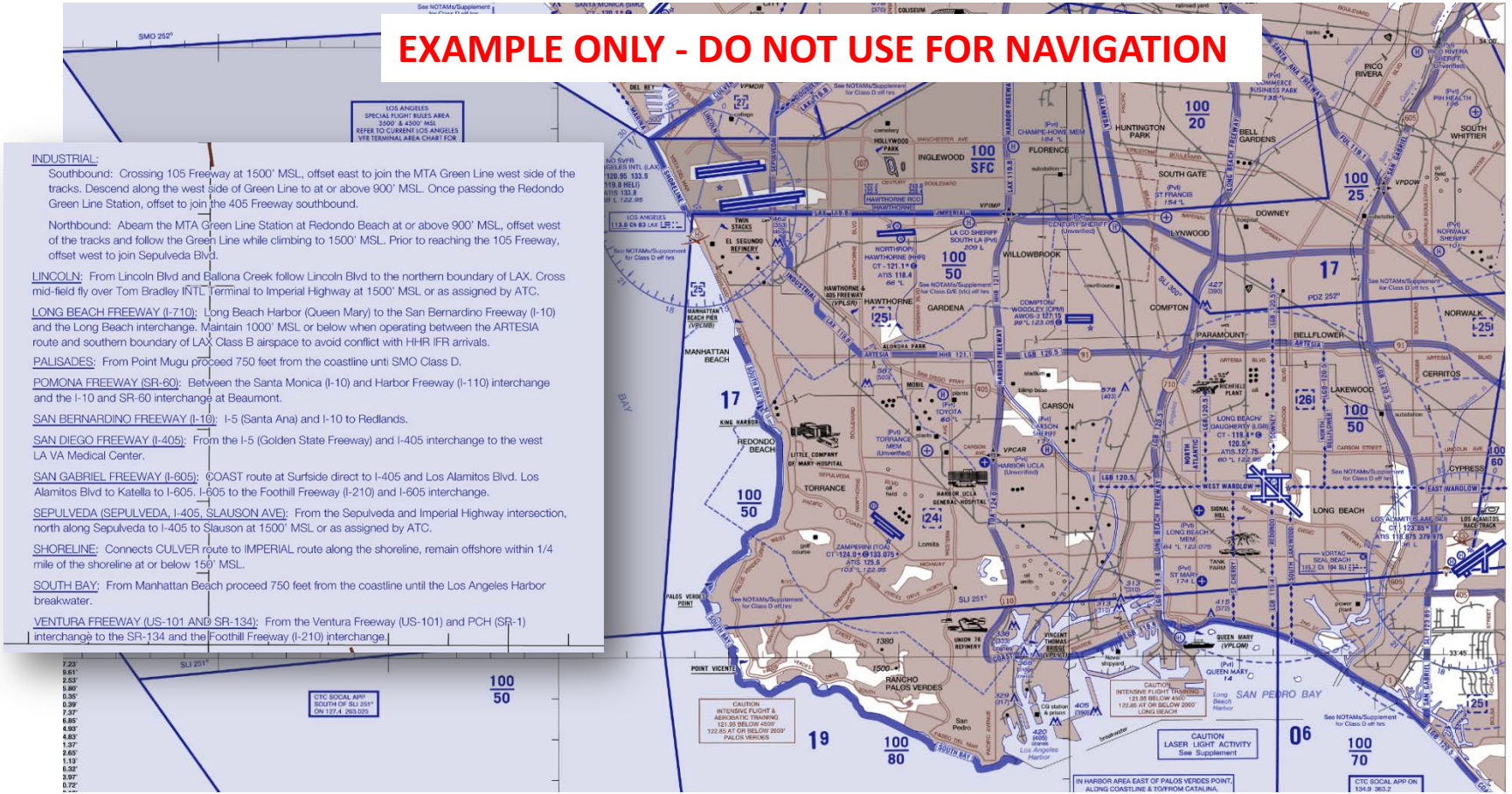

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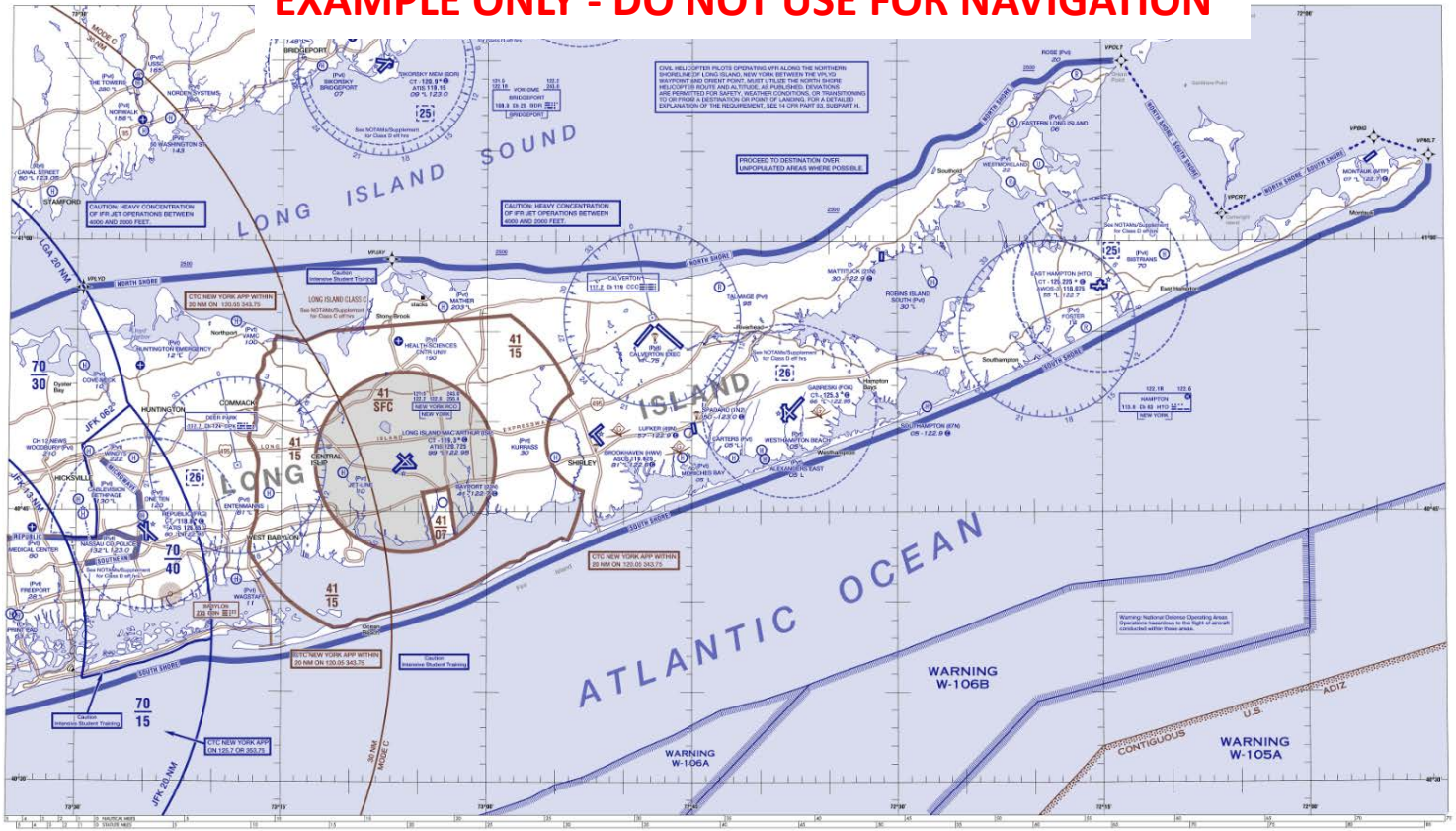

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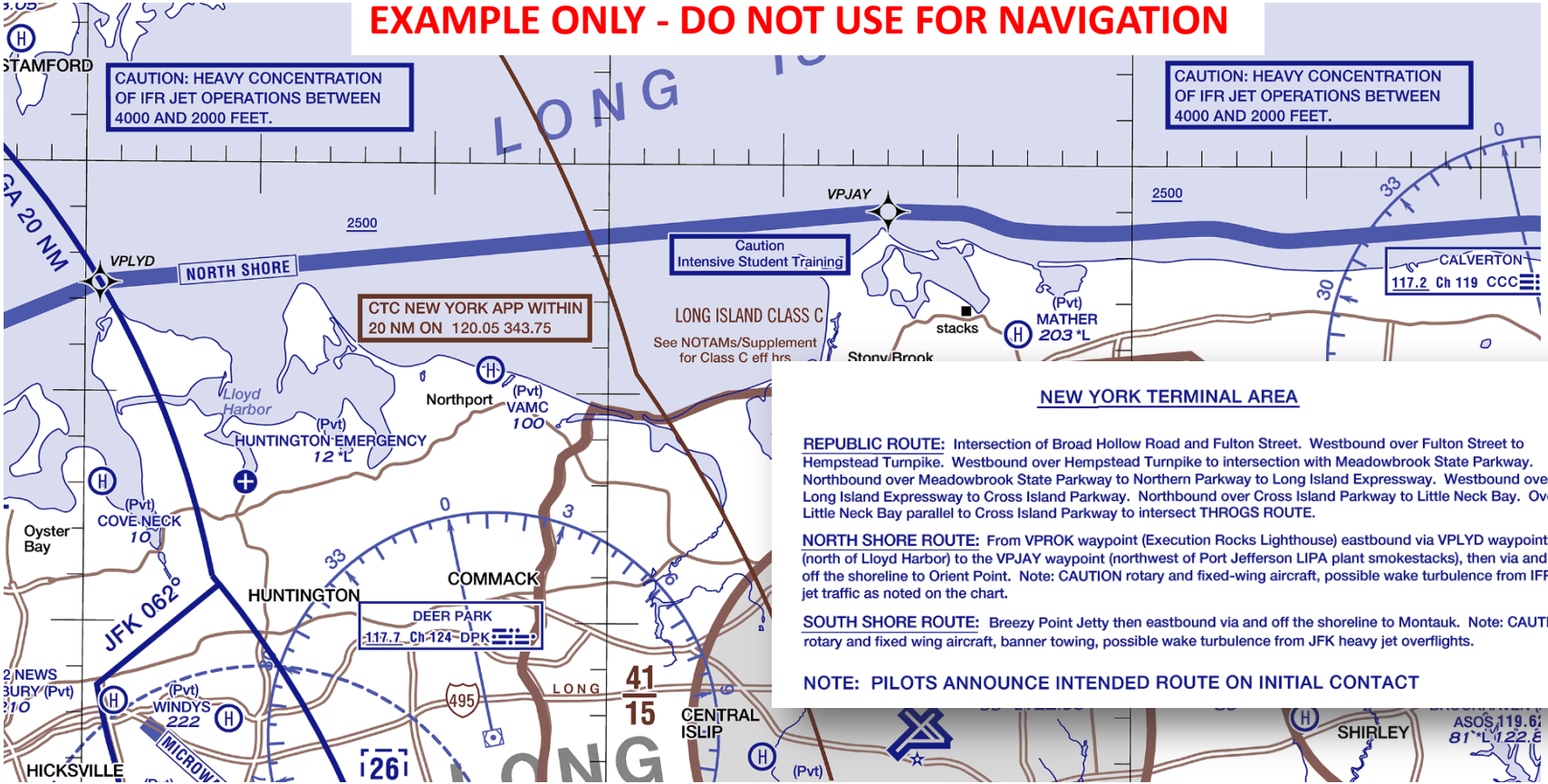


Source: Federal Aviation Administration, June 23, 2016

New Text-Based System Speeds Up LAX Departures

Since March 2016, a new FAA system that delivers flight plans to aircraft via texting has reduced departure times at LAX by 6 to 12 minutes

- Currently, only 3 to 5 percent of the aircraft at LAX are equipped to make use of the new “Data Comm” system, but that number will increase as aircraft are equipped with the new technology
- The Data Comm system eliminates lengthy pilot-controller communications, while reducing the potential for human error; this reduces wait time at the gate and on the taxiway should a flight plan change
- Approximately 20 airlines at LAX use the Data Comm system including Southwest, United, and Delta
- The Data Comm system is one element of the FAA’s comprehensive NextGen system that seeks to use state-of-the-art technology to improve safety, reduce fuel consumption, and reduce air emissions

(http://www.latimes.com/local/lanow/la-me-ln-0624-lax-comms-snap-story.html)

Advocacy Groups Disagree on Noise Solutions

FAA proposals based on recommendations from aircraft-noise advocacy groups to address NorCal Metroplex-generated noise concerns lack unified support

- The FAA looked at six categories of measures and incorporated the measures it deemed feasible into its proposed plan to address aircraft noise
- The article noted, “While residents from as far away as Santa Cruz and from up and down the Midpeninsula agreed that increased airplane noise has made their lives miserable, they were not united in how the problem should be fixed.”
- The article continued, “Residents from Santa Cruz and the mountains want a flight path that was moved directly overhead to shift back to where it was prior to the rollout of NextGen. Midpeninsula groups, including Palo Alto, want the flights dispersed over a wider region and at higher elevations.”
- Prior to agreeing on the recommended approach, a Select Committee of elected officials will consider all of public input on FAA’s plan at two working meetings on July 15th and 22nd

(http://www.almanacnews.com/news/2016/07/01/advocates-sharply-disagree-on-solutions-to-airplane-noise)

House and Senate Agree on FAA Funding Reauthorization

On July 6, 2016 House and Senate negotiators reached agreement on extending the FAA's funding authorization through September 30, 2017

- National Air Transportation Association (NATA) President and CEO Thomas L. Hendricks said, "Based on the summary released today by the House Transportation Committee, while not a perfect solution, this authorized extension provides stability to the agency and takes action on a number of high priority safety and security issues."
- If approved by the full House and Senate and signed by the President, the legislation would allow FAA to receive funding for operations and maintenance as well critical programs that fund aircraft noise research, noise compatibility studies, and noise abatement programs
- The controversial plan to privatize the FAA's air traffic control function was not included in the proposed funding extension, but is likely to resurface when a long-term funding bill is considered next year
- The reauthorization bill also includes the transfer of Ontario International Airport's ownership from the City of Los Angeles to a local airport authority

(http://www.aviationpros.com/press_release/12229373/nata-applauds-authorized-extension-of-faa?utm_source=AIRB+E-Newsletter&utm_medium=email&utm_campaign=AVVDB160702004)
(http://www.dailybulletin.com/government-and-politics/20160708/ont-transfer-legislation-gets-rolled-into-faa-reauthorization-bill)

New Research on the Potential Health Effects of Aircraft Noise

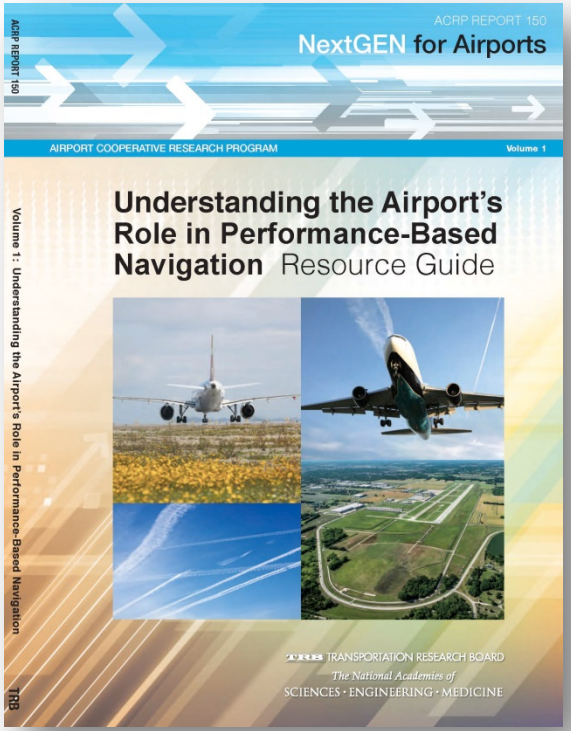
Researchers from the Jagiellonian University Medical College in Krakow, Poland studied the effect of aircraft noise on hypertension and asymptomatic organ damage

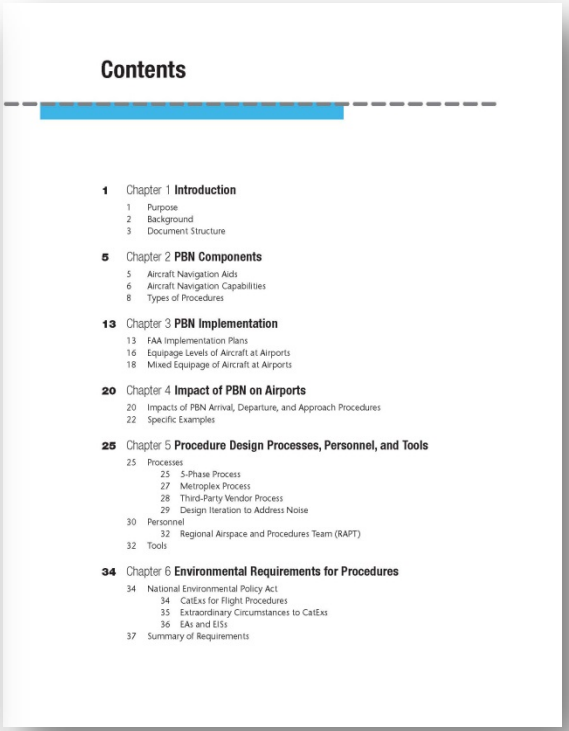
- The researchers studied 201 adults aged 40-66 who lived within areas of low or high aircraft noise for three years
- About half were exposed to aircraft noise levels of 60 decibels or more, while the other half lived in areas with sound level of 55 decibels or less
- The researchers found that the individuals living in areas of greater aircraft noise had a higher incidence of hypertension (40 percent) versus those individuals living in quieter areas (24 percent)
- While the article indicated that “more research is needed before solid conclusions can be drawn,” the researchers stated, "Our results suggest that living near an airport for 3 years or more is associated with an increased risk of high blood pressure and hypertension. These changes may then lead to damage of the aorta and heart which could increase the risk of having a heart attack."

(http://www.medicalnewstoday.com/articles/311045.php)

Understanding the Airport's Role in Performance-Based Navigation

On July 12, 2016, the National Academy of Sciences released ACRP Report 150: Understanding the Airport's Role in Performance-Based Navigation – Resource Guide





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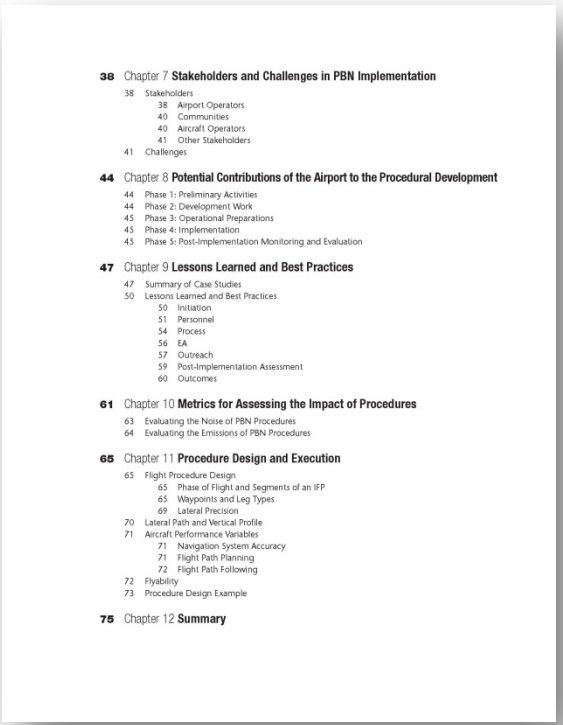

(Source: Airport Cooperative Research Program Report 150, July 2016)