

LAX Community Noise Roundtable

Aviation Noise News Update
November 9, 2011



LAX Noise Has Declined Since 1992

- **Aircraft are creating less noise at Los Angeles International Airport primarily due to efficiencies in the airline industry over the past two decades**
 - “Noise levels declined up to 6 decibels in communities surrounding LAX due to fewer flights and quieter engines installed on passenger planes since 1992,” says Scott Tatro, LAX Environmental Affairs Officer
 - “Federal laws enacted over the past 20 years have required air carriers to significantly reduce noise generated by plane engines,” Tatro said
- **The Federal Laws have resulted in larger aircraft operating at full capacity leading to an 18 percent decline in departures and landings at LAX**
- **Even though operations have dropped, passenger traffic at LAX increased from 45.7 million travelers in 1992 to over 59 million travelers in 2010**
- **“Noise was further alleviated in 17,310 residences over the past 20 years through airport-funded soundproofing improvements or LAX’s Residential Acquisition and Relocation Program.”**

\$3.2 Billion of Total PFC Revenue Devoted to Noise Mitigation

- At the end of 2011, approximately \$3.2 Billion (4 percent) of the \$83.4 Billion of PFCs was designated for noise mitigation projects since 1992
- This was a \$31.9 million increase over fiscal year 2010
 - \$1.43 Billion went to Soundproofing
 - \$1.32 Billion went to Multi-Phase Projects
 - 490.6 Million went to Land Purchase
 - \$18.9 Million went to Noise Monitoring Systems
 - \$15.6 Million went to Planning
 - \$15.5 Million went to Misc. Projects
- 103 Airports used PFC revenue for noise mitigation projects as of October 1, 2011. The top 5 include:
 - (1) Los Angeles International Airport (\$817.5 Million)
 - (2) Chicago O'Hare International Airport (\$543.8 Million)
 - (3) Chicago Midway Airport (\$260.9 Million)
 - (4) Minneapolis-St. Paul International Airport (\$182.9 Million)
 - (5) Phoenix Sky Harbor International Airport (\$173.6 Million)
- PFCs are only one source of funding for Noise Mitigation Projects. Federal Airport Improvement Program (AIP) grants will be reported later in the ANR

Source: ANR Volume 23, Number 34, 35

New Air Traffic Control System Setbacks

- **Software problems have delayed full deployment of a critical flight tracking system for NextGen, said Calvin Scovel, Transportation Department Inspector General**
- **Deadlines have not been set for key aspects of NextGen to be in place, nor have benefits to users been made clear**
- **“As a result of the delays, airlines and ATC system users are being discouraged from spending money on cockpit equipment necessary to take advantage of the new ATC system,” Scovel said**
- **Many of the new systems benefits hinge on airlines equipping their planes with expensive new equipment to communicate with ATC and broadcast their location to other planes and controllers**
- **FAA Deputy Administrator Michael Huerta said while also testifying before the House Transportation and Infrastructure Committee that, “the agency is making progress on the flight tracking system, which has been operating for nearly a year at ATC centers in Salt Lake City and Seattle.”**

New Long Beach Airspace Proposal Relieve South Bay Pilots

- **A second proposal for the Long Beach Airport has been developed for approval by the FAA**
 - The tentative plan aims at reducing risk of midair collisions between small aircraft and jetliners over densely populated areas
 - The latest plan for the Airport is much scaled back from last year's, in large part due to outcry from South Bay pilots and local municipalities worried about safety and increased air traffic over residential neighborhoods
 - The plan would include transforming the airspace from a currently designated Class "D" airspace to a Class "C" airspace, which gives controllers more radar control
- **Many concerns have risen as a result of transforming the congested Southern California Airspace from General Aviation (GA) Pilots, the FAA, and Local Municipalities**
 - GA operators, including flight schools, do not want to have their operations affected by the more restrictive airspace and the delays associated with getting clearances
 - GA pilots are worried because the new plan does not follow visual landmarks that would make it easier for pilots to navigate
 - With the introduction of a Class C airspace operated remotely by controllers in San Diego, GA pilots will have to establish two-way radio communication with controllers in order to enter and exit the airspace
 - GA pilots are worried since they are not on instrument flight plans that they will get brushed off by the controllers

New Long Beach Airspace Proposal Relieve South Bay Pilots (Cont.)

- **The FAA**

- The FAA’s Ian Gregor says that Long Beach Airport is the “...only airport of 89 in the Continental U.S. that serves more than a million passengers without surrounding Class C or B airspace.”
- Ian Gregor went on to say, “I think it is pretty obvious that it’s much better to have controlled airspace around a commercial airport than have a situation where commercial aircraft have to fly through essentially uncontrolled airspace for a while.”

- **Local Municipalities**

- Rancho Palos Verdes officials have taken a particular interest in the plan because of concerns about aircraft (flight training) noise and the safety of new pilots who might need to make emergency landings along the coast
- “We believe that the new proposal is safer for aircraft flight and should mitigate our concerns about increased aircraft noise in and around the South Bay area, especially the Palos Verdes Peninsula,” said Dennis McLean, the city’s finance director and a former airline official.\

- **The FAA will host two public meetings in Long Beach on its new proposal at which public comments will be accepted**

- **If the proposal moves forward, it will begin with a “notice of proposed rule making,” beginning an 18 month process**

Expediting Environmental Reviews is Key to NextGen

- **The Government Accountability Office (GAO) says that a main challenge for the implementation of NextGen is expediting the environmental review process and addressing environmental impacts**
 - **Gerald Dillingham of the GAO continued to tell the House Aviation Subcommittee that, “As we stated in our recent report on environmental impacts at airport, with the changes in aircraft flight paths that will accompany NextGen efforts, some communities that were previously unaffected or minimally affected by aircraft noise will be exposed to increased noise levels.”**
 - **“These levels could trigger the need for environmental review, as well as raise community concerns. Our report found that addressing environmental impacts can delay the implementation of operational changes, and indicated that a systematic approach to addressing these impacts and the resulting community concerns may help reduce such delays,” Dillingham said.**
- **The FAA has been working to develop procedures for streamlining environmental review processes that affect NextGen activities**

Source: ANR Volume 23, Number 32

Global Performance Based Navigation Summit

- Held September 27-28, 2011 in Seattle, Washington
- Key message was Performance Based Navigation (PBN) can produce major environmental and economic improvements
 - Communities, airlines, airports, and air navigation service providers must collaborate to implement them for success
- Required Navigation Performance (RNP) guarantees aircraft does not stray from prescribed path and allows ability to follow curved flight paths
- U.S. Representative Adam Smith urged participants to engage communities around airports and use PBN technology for strategies to address community concerns
- Reducing barriers for upgrading infrastructure seen as main obstacle for large scale implementation of PBN
- Debate continues on optimal path forward for implementation

Source: ANR Volume 23, Number 32

Aircraft Noise Stringency Standards: ICAO/CAEP Process Update

- ICAO's Committee on Aviation Environmental Protection (CAEP)
- Sets International Aircraft Noise Certification Standards known as Chapters 2, 3, and 4
- Working Toward Agreement on a New (Chapter 5) Noise Standard at CAEP/9 1n 2013
 - Current proposals range from the Chapter 4 Standard -3, -5, -7, -9 -11 dB cumulatively over the three certification measurement locations
 - Applicable to new aircraft types certified after January 1, 2020 (2017 was dropped)
 - Increase in noise stringency for aircraft less than 10 metric tons (~22,000 lbs)
- The Cost/Environmental Benefits are Being Studied
- The Airports Council International – North America (ACI-NA) represents US airports at the CAEP meetings

Sources: <http://www.aci-na.org/sites/default/files/oh.x-icao-saturday.pdf>,
<http://www.icao.int/env/caep.htm>

Aircraft Noise Stringency Standards: ICAO/CAEP Process Update

- **The Airports Council International – North America (ACI-NA) represents US airports at the CAEP meetings**
 - LAWA is a member of ACI-NA and LAWA staff actively participate in ACI-NA committees that provide guidance on a range of environmental issues including aircraft noise
- **ACI-NA with Member Airport Support Pushes for New Noise Standards that Reflect Continual Improvements in Aircraft/Engine Technology**
- **ACI-NA is Concerned that:**
 - The original 2017 implementation date has been eliminated; the current Chapter 4 noise standard became effective January 1, 2006
 - Agreement on a new noise standard may not be reached at CAEP/9, which would mean at least a three-year delay
 - Other environmental issues such as air quality standards may trump noise
- **ACI-NA Will Continue to Press for a New Noise Standard as CAEP/9**

Sources: <http://www.aci-na.org/sites/default/files/oh.x-icao-saturday.pdf>,
<http://www.icao.int/env/caep.htm>