

LAX Community Noise Roundtable

Aviation Noise News Update
March 14, 2012



Flight Planning Service To Add Noise Abatement Procedures

- **ARINC Direct, based in Annapolis, MD, will add Noise Abatement Procedures as part of its flight planning package under an agreement with FlightRisk (R) and Whispertrack, LLC**
- **First flight planning service to provide Noise Abatement Procedures as standard information**
- **“The airport noise abatement procedures are often difficult to find, and they can appear in many different formats,” says Gary Gambarani, Director, ARINC Direct.**
- **Airports use Whispertrack to create and manage their Noise Abatement Procedures**
- **ARINC Direct will disseminate the data to operators using their flight planning services**

FAA Modernization and Reform Act 2012

- President Obama signed the FAA Modernization and Reform Act 2012 on February 14, 2012
- Approved \$63 Billion Bill that funds U.S aviation programs for four years (2015)
- \$13.4 Billion for the four-year Airport Improvement Program
- Will help to modernize the national air traffic control system
- The FAA had operated under 23 straight temporary spending bills since the previous long-term budget expired in 2007
- Compromise struck on labor issues and the Essential Air Service Program

FAA Modernization and Reform Act 2012 (cont.)

- **Continues the streamlining of Environmental Reviews of RNAV/RNP procedures**
 - The agreement accelerates deployment of NextGen technologies
 - More efficient flight paths
 - Performance Based Navigation
 - Emissions Reduction
- **DOT offering low-interest credit support to help airlines purchase the necessary equipment for NextGen**
- **Requires FAA to give CATEX from environmental review to RNAV/RNP procedures if measurable reductions in fuel, emissions, and noise, on a per flight basis, can be achieved**

FAA Modernization and Reform Act 2012 (cont.)

- **Noise-Related Provisions**

- Authorize FAA to accept funds from airports to conduct special environmental studies for ongoing federally-funded airport projects
- Allows the Secretary of Transportation to make grants to airports on proposals to implement flight procedures at airports with approved Part 150 programs
- Revise requirements on acquiring land to permit an airport to keep any funds obtained from the sale of lands acquired for noise compatibility purposes
 - No requirement to return the proportion equal to the government share
- Specify that leasing, rather than selling, land that airports purchase with AIP grants but no longer need for NCP purposes, is not to be considered as proper disposal of such land
- Extends a program that allows state and local government to use AIP grants for airport compatible land use planning projects through September 30, 2015

FAA Modernization and Reform Act 2012 (cont.)

- **Noise-Related Provisions (cont.)**

- Approving a project to acquire residential real property using federal financial assistance, the Secretary of Transportation shall ensure that the appraisal of property to be acquired disregards any decrease or increase in the fair market value of the real property caused by the project other than physical deterioration within reasonable control of the owner
- Require operators of large hub airports to publish on the internet web site a telephone number to receive aviation noise complaints
- Requires aircraft weighing less than 75,000 pounds that do not meet Stage 3 noise levels be phased out by December 31, 2015
- Authorizes \$168 million in research and development
 - NextGen – Environment and Energy – Environmental Management Systems for Advanced Noise and Emissions Reduction program
- Makes the Airport Cooperative Research Program permanent

FAA Modernization and Reform Act 2012 (cont.)

- **Noise-Related Provisions (cont.)**

- Includes a “Sense of Congress” clause that states, “Los Angeles World Airports, the operator of Los Angeles International Airport (LAX)
 - (1) should consult on a regular basis with representatives of the community surrounding the airport regarding, (A) the ongoing operations of LAX; and (B) plans to expand, modify, or realign LAX facilities; and
 - (2) should include in such consultations any organization, the membership of which includes at least 100 individuals who reside within 10 miles of the airport, that notifies Los Angeles World Airports of its desire to be included in such consultations.”

NJCAAN Asks Obama to Veto Bill Because of CATEX to PBN Routes

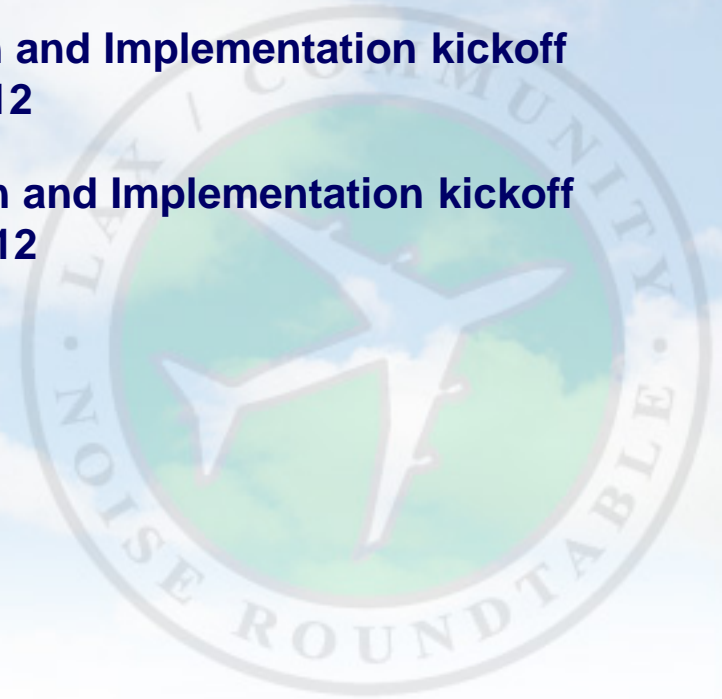
- **The New Jersey Coalition Against Aircraft Noise (NJCAAN) asked President Obama to veto the FAA reauthorization bill due to CatEx language**
- **NJCAAN concerns are likely to be echoed throughout the country as Performance Based Navigation (PBN) routes are implemented**
- **The NJCAAN President said the bill “. . .includes language that would exempt the FAA from providing appropriate review for NextGen flight pattern procedures with a CATEX exclusion provision.”**
 - He went on to say, “It effectively would deny the Public its fundamental right to review and comment on NextGen flight patterns.”

Atlanta (ATL) and Charlotte (CLT) Metroplex Studies Underway

- **FAA and Aviation Partners kicked off a collaborative effort in the Atlanta and Charlotte Metroplexes**
- **The effort is intended to:**
 - Make ATC more efficient
 - Help airlines improve on-time performance
 - Reduce emissions
- **The collaborative effort includes the FAA, NATCA, Delta Airlines, US Airways, and Atlanta and Charlotte-area airports**
- **The strategies for examination include:**
 - Departure and arrival procedures that will allow aircraft to fly without leveling off
 - Expanding Optimized Profile Descent (OPD) procedures into ATL and CLT
 - Shortening flight tracks to make them more direct
 - Designing satellite-based navigation procedures for reliever airports
 - Developing routes that will allow GA aircraft to fly through the metroplexes without entering controlled airspace
 - Raising the ceiling of airspace handled by the CLT TRACON from 14,000 ft. to 16,000 ft.
- **These services are expected to be implemented at all large metroplexes in the future**

Northern and Southern California Metroplex Studies Scheduled

- **The Northern California Metroplex Study Design and Implementation kickoff meeting is scheduled for Monday, March 19, 2012**
- **The Southern California Metroplex Study Design and Implementation kickoff meeting is tentatively scheduled for October 2012**



March 3, 2012 E-mail from Steve May (FAA) to Denny Schneider (LAX Roundtable)

Feuer Introduces Resolution Urging Congressional Passage of the Los Angeles Residential Helicopter Noise Relief Act of 2011

- **Assembly Member Mike Feuer introduced Assembly Joint Resolution 25 urging Congress to pass the Los Angeles Residential Helicopter Noise Relief Act of 2011 (H.R. 2677 and S. 2019)**
 - H.R. 2677, sponsored by Representative Howard Berman and S. 2019, sponsored by Senator Dianne Feinstein, would require the FAA to issue regulations relating to helicopter flight paths and altitudes over Los Angeles County
- **“For far too long, residential neighborhoods have had to deal with increasing noise and other burdens from helicopters,” said Feuer. “This is a major quality of life issue throughout our region. The California Legislature should urge Congress to act this year.”**
- **Feuer has long been concerned about the noise and other associated impacts of helicopters on neighborhoods.**
 - In April 2011, Feuer, joined by Supervisor Zev Yaroslavsky, opposing the issuance of a non-emergency helipad permit for the Los Angeles Sofitel Hotel, which is adjacent to over 1,000 homes in the area

<http://asmdc.org/members/a42/news-room/press-releases/item/3008-feuer-introduces-resolution-urging-congressional-passage-of-the-los-angeles-residential-helicopter-noise-relief-act-of-2011>