



July 15, 2011

Mr. Michael R. Salamone
Manager, Airport Cooperative Research Program
Keck Center of the National Academies
Transportation Research Board
500 Fifth Street, NW
Washington, D.C. 20001

RE: ACRP Fiscal Year 2012 Problem Statements for Research Consideration

Dear Mr. Salamone:

The Los Angeles International Airport/Community Noise Roundtable (Roundtable) is an organization that consists of several participating governmental entities, elected officials, community groups, the airlines, the Federal Aviation Administration (FAA), and Los Angeles World Airports. These parties work together to identify noise issues affecting communities surrounding LAX and to seek feasible solutions to reduce noise over those affected communities.

The Roundtable members are optimistic that the research work from the Airport Cooperative Research Program (ACRP) will provide information that is supportive of the Roundtable's mission in achieving aircraft noise reduction at LAX. We understand that the ACRP has received a total of 131 problem statements for research consideration for its fiscal year 2012 program and that 9 of those statements are related to aircraft noise issues. We have reviewed the noise-related problem statements and would like to express our assessment and support of the following four statements for the ACRP Oversight Committee to consider for research selection.

- *Problem Statement # 12-02-08: Modeling Tailored Aircraft Arrivals in Standard Environmental Tools*
This proposed research will improve the capability of modeling tools to account for tailored arrival procedures that would enable the community and the airport to evaluate the noise reduction effectiveness of these new procedures. It will benefit LAX as the FAA is currently in the testing phase to implement tailored arrival procedures at the airport.
- *Problem Statement # 12-02-09: Modeling Reduced Thrust Takeoffs in Standard Environmental Tools*
This effort has the potential to improve noise modeling capability to take into account reduced thrust departure procedures. This improved capability is useful in evaluating noise reduction effectiveness of said procedures and in determining the feasibility of adopting such procedures for noise abatement measures.

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- *Problem Statement # 12-02-24: Develop a Generic Commercial Jet Taxi Noise Directivity Pattern for AEDT*
This project could improve the noise modeling capability for aircraft taxi operations. Aircraft operating at LAX will sometime need to taxi a long distance between the terminal and the runway. By improving the modeling capability of aircraft taxi operations, LAX can more accurately assess the noise exposure of this activity.
- *Problem Statement # 12-02-32: Airport and Aircraft Fuel Burn, Emissions and Noise Reductions for Self-Propelled Landing Gear*
Using self-propelled landing gear is an innovative concept to reduce noise and emission from aircraft taxi operations, which currently contribute to the noise exposure affecting residential areas near LAX, especially during peak hour operations or at night. This research will help quantify the reduction in noise exposure and emissions for aircraft equipped with self-powered landing gear, thereby determining the benefits for implementing this type of technology.

Thank you for this opportunity to express our interest. Please forward this letter to all members of the ACRP Oversight Committee for their consideration. If you wish to contact us for further information, please address your correspondence to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, Attention: Kathryn Pantoja.

Sincerely,



Denny Schneider, Chairman
LAX/Community Noise Roundtable