

LAX Community Noise Roundtable

Aviation Noise News Update
May 9, 2012



NextGen Update: FAA Reports Progress on Implementation

- **The FAA's Reauthorization Act has given new ambition to the agency's NextGen implementation**
- **A 2012 Plan was released in March with the following goals**
 - Performance Based Navigation (PBN) procedures will be essential and are now being issued routinely
 - Creation of Tailored Arrivals (TA) for aircraft mainly arriving off oceanic crossings
 - A user consultation process to receive input from stakeholders – NextGen Advisory Committee (NAC)
 - FAA financial incentive program for aircraft that are first to be equipped with NextGen technology
 - An Aviation Rulemaking Committee to recommend the best strategy to introduce Automatic Dependent Surveillance- Broadcast (ADS-B)
 - Timelines for Implementation
- **More information can be found in the 16-page FAA document “Operator and Airport Enablers”**
- **Find complete implementation plan at: www.faa.gov/nextgen/implementation/plan**

PBN Procedures Must Be A Collaborative Process

- **At the U.C. Davis Aviation Noise and Emissions Symposium, it was clear that Satellite-based Performance-Based Navigation (PBN) procedures need to be created as a collaborative process between airports and communities**
 - The message was supported by many stakeholders at the symposium including the airports, airlines, cities, and FAA that were attending
 - FAA representatives indicated development of a stakeholder process “is a work in process for NextGen”
 - FAA is creating a website that will provide guidance on how to work in a collaborative manner with stakeholders on PBN procedures
- **Congress set a June 30, 2015 deadline for having all RNP/RNAV procedures in place at 35 of the Country’s busiest airports**
 - PBN procedures such as Required Navigation Performance and Area Navigation (RNP/RNAV) are to form the backbone of the NextGen System
 - Congress wants to create PBN procedures that pilots can use during visual conditions that provide a more direct route to the airport, therefore saving fuel

FAA and CEQ Determining How to Comply with CATEX FOR PBN

- **Attorneys from the FAA and Council of Environmental Equality (CEQ) are working with the White House Council to determine how to comply with the CatEx language for NextGEN in the FAA Reauthorization Bill**
 - The Bill requires that the FAA Administrator give CATEX's from environmental review to PBN procedures if they result in reductions in Fuel Consumption, CO₂ Emissions, and noise
- **Dennis Roberts, Director of Airspace Services for the FAA Air Traffic Office's Mission Support at the U.C. Davis Symposium said, "Congress has given us a big challenge on PBN Implementation."**
 - The CATEX provision requires the FAA to measure fuel, CO₂, and noise on a *Per Flight Basis* against operations on existing instrument flight procedures
 - The concern is the phrase, Per Flight Basis, denies the agency the ability to aggregate noise impact, making it much more difficult to deny a CATEX
- **However, former FAA Chief Counsel Greg Walden thinks the FAA can still deny a CATEX on the grounds of aggregate noise impact under the final language of the Bill**
 - "The language does not amend NEPA per se, although Congress certainly has the authority to revise NEPA or to exempt certain actions from NEPA," he said.

Aviation Environmental Design Tool (AEDT) Public Roll-Out

- **A policy statement issued March 28 by the FAA’s Office of Environment and Energy details the conditions under which the agency’s new AEDT must be used in place of older emissions and noise models**
 - “Effective March 21, 2012, AEDT version 2a is the required tool for noise, fuel burn, and emissions modeling of air traffic airspace and procedure actions where the study area is larger than the immediate vicinity of an airport, incorporates more than one airport, or includes actions above 3,000 feet above ground level,” the policy states.
- **The AEDT is a software system that models flight paths taking into account the following**
 - Aircraft weight
 - Performance Characteristics
 - Weather conditions
- **The model then calculates the resulting noise, air quality, greenhouse gas emissions, and fuel burn**
- **In a about two years, AEDT will replace the Integrated Noise Model (INM) as the FAA-approved airport noise contouring program**