

# **LAX Community Noise Roundtable**

Aviation Noise News Update

April 13, 2011



# House Passes FAA Reauthorization Bill

- **On April 1, 2011 the House passed a Four-Year Reauthorization Bill (HR 658) by a vote of 223-196**
  - The Bill includes cutting AIP funding to \$3 Billion per year rolling back funding to 2008 levels
  - Will retain the passenger facility charge (PFC) at \$4.50
  - Streamlines processes and provides funding for priority NextGen ATC modernization projects and sets deadlines for evaluating progress
  - The Senate and House versions of the bills are now in Conference Committee to resolve the differences between the two bills

Source: [http://www.aopa.org/advocacy/articles/2011/110401house\\_passes\\_four\\_year\\_faa\\_reauthorization\\_bill.html](http://www.aopa.org/advocacy/articles/2011/110401house_passes_four_year_faa_reauthorization_bill.html)

# Congress to LAWA, Consult with Communities on Development

- **HR 658 includes a “Sense of Congress” provision that suggests that LAWA should:**
  - **consult on a regular basis with representatives of the community surrounding LAX regarding:**
    - (A) the ongoing operations of LAX; and
    - (B) plans to expand, modify, or realign LAX facilities
  - **include in such consultations any organization, the membership of which includes at least 20 individuals who reside within 10 miles the airport, that notifies Los Angeles World Airports of its desire to be included in such consultations**
- **Representative Adam Schiff (D-CA) sponsored the amendment, which was supported by Representative Maxine Waters (D-CA)**

# Concern over ‘No Net Increase In Noise Levels’

- The Senate’s version of the FAA Reauthorization Bill included an ambiguous phrase proposed by Senator Marie Cantwell to streamline environmental approval of NextGen procedures
- Language would require FAA Administrator to issue a Categorical Exclusion for RNAV and RNP procedures when there is “ . . . no net increase in noise levels . . . ”
- FAA’s Environmental Order 1050.1E does not address the phrase, nor does NEPA
- Senator Cantwell’s office has not provided a definition of the phrase nor has GE Aviation who provided the language included in the bill

# Whitehouse Boost for Biofuels

- **Aviation industry expects to benefit from plans for at least four commercial-scale biofuel refineries announced by the President**
  - The Obama Administration announced the goal of breaking ground on the four refineries over the next two years
  - The Administration has set a goal of reducing U.S. oil imports by 33% by 2025
- **The mandate will call for the U.S. Navy to work with departments of Energy and Agriculture and the private sector to develop advanced biofuels for the military and commercial aircraft**
  - The biofuels will be derived from cellulosic feedstocks such as switchgrass and wood chips as well as other biomass sources that do not compete with food crops for land or water
  - Bio-jet fuel produced from camelina, jatropha, and other seed oils is expected to be approved by August, followed by green algae which is expected to be certified within the next two years

Source: <http://AviationWeek.com>

# Electric Engine Under Development

- The first flight of the electric powered aircraft will be conducted at Centennial Airport this Spring
- The Project has been deemed “The Green Flight Project”
  - “The development of an electric motor for aircraft use is a significant advancement in addressing environmental and economic challenges facing general aviation today. Finding a safe alternative in the face of declining low lead fuel production, as well as addressing air and noise pollution is critical to the future of general aviation.” says Robert Olislagers, Exec. Director of Centennial Airport.
  - The aircraft used will be a Cessna 172 which is one of the most common aircraft types in the country
  - At normal altitudes, it will be a challenge to hear the airplane at all

# Boeing's 737 vs. Airbus' 320neo

- The two competitors are scaling up future efforts to reduce operating costs and become more fuel efficient
- Boeings Commercial Airplanes President and Chief Exec. Jim Albaugh says, “Even after Airbus outfits its A320 Family with new, more efficient engines, Boeing’s 737 will still be cheaper to operate.”
  - The Executive goes on to say that “right now the Boeing 737, from an operating cost standpoint, is about 8% better than the Airbus product
  - This is after Boeing has stated that they will look to replace the 737 with a new aircraft design
- Airbus Americas President stated that Boeing will only be able to cut fuel use by 18% with a new aircraft, while the re-engined A320neo will cut fuel use by 15% with less risk and cost
- Airlines are looking for about a 20% Operating Cost Reduction in Future Narrow-Body Aircraft

Source: <http://blog.seattlepi.com/aerospace/2011/03/28/boeings-albaugh-737-will-cost-less-to-operate-than-a320neo/>

# High Oil Prices Slow Aviation Growth

- Tensions around the Globe including the Middle East are raising the cost of jet fuel causing air fares to rise, and airline growth to slow
- Jet Fuel prices have hit there highest point since September 2008
- If U.S. Airlines contend with \$3.00 per gallon jet-fuel price for all of 2011, their fuel bill would increase \$15 Billion
- Annually, a 1 cent increase in a gallon costs U.S. airlines \$175 million; \$1 increase in a barrel costs them \$415 million
- As fuel prices increase, flights become less profitable so airlines also reduce capacity, and some carriers have already reported downward growth such as United Airlines



# ATL Still the World's Busiest Airport

- The Hartsfield-Jackson Atlanta International Airport benefited from having two airlines hubs at its airport, including Delta and AirTran to remain the world's busiest airport in passenger traffic in 2010
- Knocking off London's Heathrow Airport for second and third were Beijing Capital International and Chicago's O'Hare International Airports
- LAX ranked 6<sup>th</sup> among International Airports just behind Tokyo International Airport with 58,915,100 total passengers as follows:
  - 1. Hartsfield-Jackson Atlanta International Airport
  - 2. Beijing Capital International Airport
  - 3. O'Hare International Airport
  - 4. London Heathrow International Airport
  - 5. Tokyo International Airport
  - 6. Los Angeles International Airport
  - 7. Paris Charles de Gaulle International Airport
  - 8. Dallas/Ft. Worth International Airport
  - 9. Frankfurt International Airport
  - 10. Denver International Airport

# Aircraft Contrails Stoke Warming

- **Aircraft condensation trails may be warming the planet on a normal day more than the CO<sub>2</sub> emitted by all planes since the Wright Flyer in 1903**
  - The report (Nature Climate Change) said that the contrails have big knock-on effects by adding to the formation of high altitude, heat-trapping cirrus clouds
  - The net warming effect at any one time is 31 milliwatts per square meter, more than the warming effect of accumulated CO<sub>2</sub> from aviation of 28 milliwatts
  - The findings may lead to new ATC procedures directing aircraft away from areas of high moisture, or the development of engines that do not produce the vapor that current engines do

# Whispertrack Creates Better Distribution of NAPs

- **Whispertrack is a new service to airports for better distribution of Noise Abatement Procedures (NAPs)**
- **The new technology will allow airports to create, centralize, manage, publish, print, and electronically distribute airport NAPs**
  - **Whispertrack is a year-old firm based in California**
  - **They are looking to distribute NAPs to pilots through relevant sources in flight planning such as instrument approach charts**
- **“Currently, airport NAPs are created and published in inconsistent formats and buried on individual airport websites. Imagine if instrument procedures were created and distributed in this fashion... The procedures would be unobtainable at any meaningful operational scale...This is the current state of NAPs and as a result flight crews and aircraft operators remain largely unaware of them.” said Chris Snideman founder of Whispertrack**