

LAX Community Noise Roundtable

Aviation Noise News Update
July 13, 2011



Long-Term FAA Bill May Be in Jeopardy

- **Passage of a long-term FAA Bill is in jeopardy because of proposals on cutting billions in FAA funding**
- **The House and Senate have been working together to formulate a single bill**
 - **“For several weeks we have worked with the Senate to resolve a number of differences between the two bills,” said Jerry Costello (D-ILL), “However, the most controversial aspects of the House FAA Reauthorization Bill – the arbitrary \$4 Billion in funding cuts that will have negative impact on aviation safety and our economy, and a provision that repeals a federal rule on fair labor elections and mounts an assault on collective bargaining rights – have not been resolved or dropped from the Bill.”**

Source: <http://http://thehill.com/blogs/floor-action/house/162751-house-dems-say-long-term-faa-extension-in-jeopardy-over-funding-union-language>

GE Aviation Says New Flight Paths Could Save \$65.6 Million

- **By opting for new flight paths at 46 midsize airports in the United States using Required Navigation Performance (RNP), GE Aviation figures airlines could save at least \$65.6 million annually in a report called “Highways in the Sky”**
- **The Study calculates that the new flight paths could:**
 - Save up to 12.9 million gallons of jet fuel or
 - 527 round-trip flights from New York to Los Angeles
 - Save 747 days of flight time
 - 274.6 million pounds of carbon dioxide emissions
- **Some of the airports included in the Study included: Salt Lake City, Buffalo, Jacksonville, Austin, and Tulsa**
- **An Australian government-sponsored test of these technologies in Brisbane, Australia, demonstrated savings of approximately 882,000 pounds of jet fuel per year, and that was with only 18 percent of the aircraft participating**

<http://www.smartplanet.com/blog/business-brains/ge-navigation-enabled-flight-paths-could-save-656-million/15853>

Pilots to Plan Their Own Route, Getting There Key

- With fully developed NextGen system, the proposed system would use onboard equipment to transmit their own positions and maintain safe distances from others. Each plane would have a safety zone surrounding it at all times
- Pilots would rely on cockpit displays to space aircraft closer together during most phases of flight than is currently allowed, regardless of weather
- The FAA would like to phase out the seemingly endless radio exchanges by pilots, who currently must repeat all instructions back to controllers to ensure they understood correctly
- Digital data links will send instructions and flight plans directly to printers in the cockpit
- However, many airlines including Doug Parker from US Airways says that the likely cost of NextGen for the industry is not justified in light of the U.S. airline industry's slow growth for foreseeable future
 - NextGen “makes all the sense in the world” from a technology perspective said Mr. Parker. “So long as we have to pay for” flight deck enhancements, “we prefer not to have it.”

Airline Group Sees 206 Million People Flying this Summer

- The Air Transportation Association (ATA) predicts that over 200 million people will climb aboard U.S. airlines this summer
- This would equate to an average of 2.24 million passengers flying a day in June, July, and August which is up 1.5% from 2010
- The increase is being led by an all-time high of 26.3 million people traveling on international flights
- “The key risk to the forecast is a sudden macro-economic plunge or high and volatile energy prices that either curtail our customers’ incomes”, said John Heimlich of ATA
- The largest summer passenger traveling total was 217.6 million set in 2007

Source: <http://www.dallasnews.com>

Santa Monica To Allow Large Jets

- **The Santa Monica City Council has decided not to challenge a Federal appeals court ruling barring the city from enforcing a 2008 ban on larger Category C and D aircraft from Santa Monica Airport**
- **The City imposed the ban stating that the airport had insufficient buffer zones at the runway ends near residential areas**
- **The Council's announcement follows a January 21 ruling by the U.S. Court of Appeals for the District of Columbia Circuit upholding a decision by the FAA that the City's attempt to ban the aircraft amounted to "unjust and unreasonable" discrimination and violated the terms of a grant agreement for accepting federal funds for the airport**

American Airlines/Boeing Partner for Eco-Demonstrator

- **American Airlines will be the launch partner for Boeing's evolutionary Eco-Demonstrator program aimed at accelerating the market readiness of emerging technologies that can reduce aircraft fuel consumption, carbon emissions, and community noise**
- **The partnership was announced at the Paris Air Show that occurred in late June and stated that the Next-Generation Boeing 737-800 aircraft would be used to flight test and accelerate the new technologies**
 - **“There is no better way to prepare advanced technologies for market entry than flying them and no better choice than the best selling single-aisle airplane of all time,” said Boeing Vice- President of Environment and Aviation Policy Billy Glover**
- **Some Technologies to be tested include:**
 - **Adaptable Trailing Edge Technology-** Reduce noise and emissions in all phases of flight
 - **Variable Area Fan Nozzle-** Reduces community noise by enabling advance engine efficiencies
 - **Flight Trajectory Optimization for In-Flight Planning-** Allows airlines to fly more efficient routes
 - **Regenerative Fuel Cells for Onboard Power-** Reduce weight, fuel consumption, and CO emissions

Boeing and Bombardier Make Bold Projections

- **Boeing projects that through 2030, there is a need for 33,500 new commercial aircraft worth about \$4 trillion**
 - This projection is up 8.4% from the 2010 demand forecast
 - The prediction includes an annual worldwide passenger traffic growth of 5.1% over the next 20 years
 - Boeing see the global fleet more than doubling from its current 19,410 aircraft to 39,530 aircraft in 2030
 - The Asian/Pacific region will have the most demand according to the prediction with the single-aisle market seeing strong demand
- **Bombardier see demand for 13,100 new 20-149 seat aircraft through 2030**
 - This projection is an increase of over 300 units from last years 20 year forecast valued at \$639 billion.
 - 20-59 Seat Jets- 300
 - 60-99 Seat Jets- 5,800
 - 100-149 Seat Jets- 7,000

General Electric Expects Record Jet-Engine Production

- Crude oil hovering around \$100 a barrel is spurring purchases of the newest, most economical engines even as it hurts airlines' finances
- General Electric engine production for commercial airplanes will increase approximately 13% to 2,480 in 2012
- Engines from General Electric or General Electric-led ventures now power about two-thirds of the world's narrow-body fleet, and about 53% of the wide-body aircraft
- By 2015, General Electric and its partners will have 30,000 engines installed on planes, 62% more than a decade earlier
- General Electric, through its CFM International joint venture with France's Safran, is vying to equip the new Airbus 320neo with its LEAP-X engine that reduces emissions, noise, and increases fuel efficiency
- General Electric's competitors include Rolls Royce and Pratt and Whitney

Airlines Win Final Approval for Plant-Based Biofuels

- **Airlines won final approval from U.S.-based technical-standards group to power their planes with a blend made from traditional kerosene and biofuels derived from inedible plants and waste**
 - The derivative can be up to 50% Biofuel, which will help reduce air emissions
 - Airlines currently account for about 2% of the global Carbon Dioxide emissions
- **The approval laid out detailed rules for refiners to follow when refining Biofuels**
 - General Electric, the world's biggest jet engine maker, said it does not expect the new fuels to have any impact on the function of its engines
- **Airbus estimates that fuel from plant-derived sources may account for 30% of airlines' consumption by 2030**
 - Airbus is working on a supply hub in India where it is talking with government and airline officials. Its aim is to form joint ventures and partnerships with growers, transporters, and refiners.
- **Boeing is negotiating with companies across the supply chain in South America**
 - Boeing stated that fuel from inedible plants or waste doesn't put price pressure on crops as can fuel from corn, sugar cane, or soy