



LAX Community Noise Roundtable

Aviation Noise News Update

May 13, 2015

New FAA En Route Automation System Operational



- **FAA Administrator Michael Huerta announced on April 30th that the new en route automation modernization (Eram) system was operational at all 20 air route traffic control centers in the U.S.**
- **FAA stated that Eram has numerous benefits including:**
 - **increasing the number of aircraft controllers can track from 1,100 to 1,900,**
 - **extending radar coverage beyond their facility boundaries,**
 - **processing automatic dependent surveillance-broadcast (ADS-B) aircraft position data, and**
 - **reducing en route aircraft separation from five miles to three miles**
- **Eram is an essential component of implementing NextGen procedures for en route operations**

NASA Tests Revolutionary Shape-Changing Wing



- **NASA is flight testing a wing that changes its shape in flight which should reduce fuel consumption and noise on landing and takeoff**
- **NASA replaced conventional flaps on its G-III research aircraft with shape-changing assemblies that form seamless bendable and twistable surfaces**
- **"This flight test is one of the NASA Environmentally Responsible Aviation (ERA) Project's . . . to show design improvements in drag, weight, noise, emission and fuel reductions," said Fay Collier, NASA's ERA project manager**
- **NASA said the shape-changing wing flaps have the potential to be retrofitted to existing aircraft wings or integrated into new airframes**



NASA Tests Revolutionary Shape-Changing Wing



- **Conventional flaps (left) compared to a shape-changing wing (right)**



Photo Credit: NASA

FAA Funding Reauthorization Bill Update



- **Congress is developing legislation that would reauthorize funding for the Federal Aviation Administration (FAA) beyond September 30, 2015, when the current authorization expires**
- **In addition to covering FAA's operations, the bill funds the Airport Improvement Program (AIP), which provides federal funds for eligible sound insulation programs, 14 CFR Part 150 programs, and environmental assessments as well as aircraft noise research**
- **Airport and airline industry groups have been waging a public relations campaign around a possible increase in the Passenger Facility Charge (PFC) from \$4.50 to \$8.50, which is favored by airports and opposed by the airlines**

FAA Funding Reauthorization Bill Update



- **Airports believe the increase in the PFC is necessary to meet aging infrastructure needs and to account for inflation; the PFC has not been increased since 2000**
- **The airlines view the increased PFC as another ticket “tax” that increases the cost of flying**
- **Complicating the issue are suggestions of privatizing the FAA**
- **Some members of Congress believe that the FAA would be run more efficiently and would do a better job of meeting project deadlines (e.g., NextGen), if it were a private organization**
- **Failure to reach agreement in Congress on the funding reauthorization could lead to delays in funding noise-related programs and further delay NextGen implementation**

Santa Cruz Residents Protest New Flight Tracks



- **About two dozen residents picketed the Drones Data X Conference in Santa Cruz that FAA attended, expressing concern over new flight routes that resulted from implementation of some of the Northern California Metroplex procedures**
- **The residents' goal is to meet with FAA to discuss the possibility of making changes to the new routes to reduce aircraft noise**
- **“Our hope is to have some dialogue with the FAA to see if there’s some tweaking that can be done to minimize the noise,” said Nannette McAllister of the newly formed group Save Our Skies Santa Cruz, which has 125 neighbors on its email list and is mapping noise complaints**
- **“The jets fly directly over my house at 11,000 feet. It is relentless. It’s constant,” she said.**

FAA to Initiate Aircraft Noise Effects Survey



- **After waiting for OMB approval for over one year, FAA announced on May 7, 2015 it will soon begin a comprehensive, nationwide survey on the effects of aircraft noise on people**
- **FAA will poll communities around 20 airports throughout the U.S. using mail and phone surveys to document public perceptions of aircraft noise**
- **The FAA said, “To preserve the scientific integrity of the study, the FAA cannot disclose which communities will be polled.”**
- **FAA expects to complete the data gathering effort by the end of 2016; FAA will then analyze the data to determine if changes in its methods of assessing aircraft noise exposure are required**
- **65 DNL is the FAA’s current land use compatibility standard for noise sensitive land uses**



737 Max's Leap-1B Engine Begins Flight Tests

- The new CFM International Leap-1B engine recently began flight tests on a Boeing 747 test bed
- The Leap-1B will be installed on Boeing's 737 Max aircraft, which is scheduled to enter service in 2017; Leap-1A engines will be on the Airbus A320 Neo
- The 737 Max with the Leap-1B engine offers a 40 percent reduction in single-event aircraft noise over the 737-800
- The Leap-1B engine also offers a 14-percent improvement in fuel efficiency compared with current Next Generation 737s
- CFM has nearly 9,000 orders for Leap engines



(Photo: CFM International)