



# LAX/Community Noise Roundtable

Aviation Noise News Update

March 8, 2017

# President Trump Supports Airport Construction



On February 9, 2017, President Trump met with airport directors and airline CEOs to express his support for modernizing airports and the national airspace system

- Infrastructure development was a significant part of President Trump's campaign platform and airports were specifically mentioned during his election night victory speech
- Airport representatives expressed a need for \$100 billion in spending on airport construction over the next five years. President Trump said he would find the money, which would come through the FAA reauthorization bill
- He also expressed concern about the pace of FAA's implementation of NextGen stating, "I hear we're spending billions and billions of dollars, it's a system that's totally out of whack."
- FAA released a statement indicating that it had only spent the \$7.5 billion authorized by Congress and the system has already saved \$2.7 billion
- Among the attendees were LAWA's Executive Director Deborah Ale Flint, Chicago-O'Hare Aviation Director Ginger Evans, Southwest Airlines CEO Gary Kelly, Airlines for America CEO Nicholas Calio, and ACI-NA Executive Director Kevin Burke



Photo Credit: Saul Loeb, AFP/Getty Images

# Boeing 787-10 Rollout



On February 17, 2017, Boeing rolled out the first 787-10 Dreamliner at its South Carolina plant and will commence in-flight testing; deliveries are scheduled to begin in 2018

- The twin-engine 787-10 is 18 feet longer than the Boeing 787-9 allowing it to carry more 14 percent more passengers and 15 percent more cargo to long-haul, international destinations up to 6,430 nautical miles
- Boeing sees the 787-10 as a replacement for the Boeing 777-200, Airbus A330, and Airbus A340 aircraft as well as a direct competitor to Airbus' A350-900
- Rolls Royce and General Electric will initially offer the Trent 1000 TEN and the Genx-1B engines, respectively, which incorporate state-of-the-art noise reducing technologies to keep the 85 dBA Lmax contour on the airfield
- Boeing also touts “25 percent better fuel and emissions than the airplanes it will replace and 10 percent better than the best on offer by the competition.”
- Current customers for the 787-10 include All Nippon Airways, British Airways, Etihad Airways, EVA Air, Singapore Airlines, KLM Royal Dutch Airlines, and United Airlines



Photo Credit: Boeing

# O'Hare Runway Rotation Plan Helps With Noise

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O'Hare International Airport officials indicated that a six-month test of a nighttime rotational runway use program, known as Fly Quiet Runway Rotation, appears to have benefitted the affected communities

- Airport officials also acknowledged that the rotational runway use program spread more noise to the communities northwest of the airport. A permanent closure of a runway next year will require changes to the program
- The Federal Aviation Administration has expressed safety concerns about certain aspects of the rotational plan, but are open to another test
- The Chicago Department of Aviation indicated that the runway rotation plan operated about 67 percent of the time during the test period and on average from 11:16 pm to 5:25 am due to air traffic and other factors; the goal was to rotate runways from 10 pm to 7 am
- Airport officials are likely to propose another six-month test of the program which, if approved by the FAA, would start up again this spring

# Southwest Airlines to Receive First 737 Max in July



As the launch customer of the 737 Max, Southwest Airlines will begin receiving the first of 200 of the new aircraft in July 2017; two months ahead of schedule

- Prior to putting the new 737 Max aircraft into service in October, Southwest must retire its 87 remaining 737-300s, which are the oldest aircraft in Southwest's fleet
- The airline must also train its pilots to fly the 737 Max before it can enter operation
- Boeing claims that the 737 Max will reduce fuel consumption and CO2 emissions by 20 percent and will be 40 percent quieter than the original Next-Generation 737 that first entered service in 1998
- The 737 Max is lighter, employs an advanced split winglet, and uses the CFM LEAP-1B engines to save fuel and reduce noise
- The 737 Max offers a longer range than Airbus' A-320 and is a direct competitor to the A320neo



Photo Credit: Boeing

# FAA Studying the Merits of Long-Standing Jet Ban

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FAA has initiated a study of the 1973 ban on jets at the Palm Beach County Park Airport in Lantana, Florida to determine if the ban is unjustly discriminatory and violates the County's grant assurances

- The pilot of a Cessna Citation business jet filed a complaint with the FAA's Orlando Airports District Office arguing that a ban on jets at the airport was discriminatory
- The airport operator, Palm Beach County, maintains that the jet ban, which has been in place since 1973, is grandfathered under the Airport Noise and Capacity Act (ANCA) of 1990
- The FAA's initial assessment is that the ban is not grandfathered under ANCA because the Palm Beach County had altered its regulations and implemented new agreements involving the jet ban since 1990
- However, the FAA has said that the jet ban may be appropriate for safety purposes
- No timeframe has been provided for the FAA's ruling on the matter

# Court Issues Injunction Barring East Hampton Curfews



On January 11, 2017, a U.S. District Court issued a preliminary injunction prohibiting the enforcement of curfews/restrictions at East Hampton Airport (HTO) New York

- In November 2016, the U.S. Court of Appeals for the Second Circuit determined that the restrictions were in violation of the Airport Noise and Capacity Act (ANCA) and directed the District Court to issue the injunction
- In April 2015, the Town of East Hampton, which no longer accepts Airport Improvement Program Grants, enacted a curfew from 11 pm to 7 am for all aircraft and from 8 pm to 9 am for “noisy” aircraft. The regulations also established a limit of two “uses” of the airport per week by “noisy” aircraft from May 1 through October 31
- Most business jets and helicopters are considered “noisy” in the Town’s regulation
- “This ruling by the Second Circuit sets an important precedent for all public-use airports nationwide,” said Alex Gertsen, NBAA director, airports and ground infrastructure. “Despite the town of East Hampton's stated intent to no longer accept federal Airport Improvement Program grants, the court's decision holds that ANCA—which was specifically adopted by Congress to prevent access restrictions from being imposed on a piecemeal basis by airports across the country—continues to apply to HTO.”