



LAX/Community Noise Roundtable

Aviation Noise News Update

September 13, 2017

FAA Reauthorization Unlikely Before 9/30 Deadline



With no consensus between the House and Senate on a multi-year FAA funding reauthorization bill just a few legislative days away from the September 30th deadline, a short-term FAA funding bill is likely

- Privatization of the air traffic control (ATC) function of the FAA remains the primary impediment to reaching agreement on a multiyear bill
- The current version of the Senate funding bill bans the creation of an independent ATC organization
- The House bill supports ATC privatization, but lobbying against ATC privatization has been heavy
- Both versions of the bill include increase funding of the FAA, which also supports aircraft noise research, funding for noise compatibility programs, and funding for noise mitigation programs including sound insulation
- Both chambers must agree on the language of the bill before the President can sign it into law

Southwest Takes Delivery of First Boeing 737-8 MAX



On August 29, 2017, Southwest Airlines took delivery of the first 200 737-8 MAX aircraft on order with 14 to expected to be delivered by year's end. Southwest was the launch customer for the 737-8 MAX

- Southwest expects the new aircraft will enter passenger service on October 1, 2017 as it retires its 737-300s (aka Classics), which have been in service since the 1980s
- Southwest is the last airline to operate the 737-300, which is the oldest aircraft in Southwest's fleet
- The 737-8 MAX is quieter and will burn more than 20 percent less fuel than the 737-300
- The 737-8 MAX uses larger and more efficient LEAP-1B engines as well as split winglets and airframe modifications to achieve its improved fuel efficiency and noise reduction
- Gary Kelly, the carrier's chairman and CEO said, "After 46 years of unprecedented success, Southwest Airlines has a lot more to do and a lot more places to go. Today, we have the airplane to take us there."



Photo Credit: Southwest Airlines

(<http://www.wfaa.com/money/southwest-airlines-takes-its-first-737-max-from-boeing/471189513>)

(<https://www.bloomberg.com/news/articles/2017-08-29/southwest-quietly-takes-delivery-of-its-first-boeing-737-max>)

(<http://www.avgeekery.com/saying-goodbye-to-a-classic-the-last-flight-of-southwests-boeing-737-300s-is-near/>)

Court Nullifies East Hampton Curfews and Noise Restrictions



On August 7, 2017, the U.S. District Court for the Eastern District of New York issued a permanent injunction that removes noise and access restrictions on aircraft operations at East Hampton Airport

- In April 2015, the town of East Hampton adopted a year-round curfew from 11 p.m. to 7 a.m. daily; a year-round extended curfew for “noisy” aircraft from 8 p.m. to 9 a.m. daily; and a summertime one-trip-per-week limit for aircraft deemed by the town to be “noisy.”
- The National Business Aviation Association (NBAA) and several other organizations brought suit against the Town arguing that the federal Airport Noise and Capacity Act of 1990 (ANCA) applies to all public-use U.S. airports, and that the Town’s three noise and access restrictions were a violation of ANCA. The U.S. Court of Appeals for the Second Circuit in New York agreed with the plaintiffs.
- NBAA president and CEO Ed Bolen said, “For aircraft operations to be successful, it is essential to have a uniform and consistent set of rules. The courts clearly understand the longstanding policy that our country has a national aviation system, not one subject to a patchwork of local regulations.”
- The Supreme Court refused to hear the Town’s appeal.

Data Exists to Set New Supersonic Noise Standards



Supersonic commercial aircraft developer Boom Technology argues that sufficient data exists for the FAA to set a sonic boom standard for civil supersonic flight over land within a few years

- The aircraft manufacturer plans to have a 45-seat, Mach 2.2 airliner in service by 2023. Virgin Atlantic Airlines has ordered 10 of the supersonic aircraft
- Current efforts to set new global supersonic noise standards being led by the International Civil Aviation Organization (ICAO) are not scheduled to result in new standard before 2025
- Eli Dourado, head of Boom’s global policy said, “There have been dozens of studies on sonic boom going back 50-plus years. The conversation needs to be based on existing research, not waiting another decade to get data, analyze it and start building an aircraft.”
- An amendment to the Senate version of the FAA reauthorization bill, requires the FAA to set an “economically feasible and technologically practical” sonic boom standard by mid-2020



Photo Credit: Boom Technology