

From: [Anne Kohut](#)
To: [Hardy Bullock](#)
Subject: Re: Quote for Subscription
Date: Wednesday, December 10, 2014 9:21:05 AM

I'm getting ready to do a big promotion for ANR in January and I will offer it at 20% off (\$680 instead of \$850). I will give ACAT that discount for the first year but then the price would go up to \$850 in the following years.

On Dec 10, 2014, at 11:56 AM, Hardy Bullock wrote:

Airport Community Advisory Team... they are our community round table for noise and annoyance.

Hardy S. Bullock C.M.
Director of Aviation & Community Services
Truckee Tahoe Airport District (KTRK)
Excellence through Safety & Service
10356 Truckee Airport Rd.
Truckee, CA 96160
V 530-587-4119 Ext 106
F 530-587-2984
hardy.bullock@truckeetahoeairport.com
www.truckeetahoeairport.com

From: Anne Kohut [mailto:editor@airportnoisereport.com]
Sent: Wednesday, December 10, 2014 8:50 AM
To: Hardy Bullock
Subject: Re: Quote for Subscription

Hardy what is the ACAT?

On Dec 10, 2014, at 11:25 AM, Hardy Bullock wrote:

Anne can you send me a written quote for the ACAT, there are 6 members who will read your publication thanks,

Hardy S. Bullock C.M.
Director of Aviation & Community Services
Truckee Tahoe Airport District (KTRK)
Excellence through Safety & Service
10356 Truckee Airport Rd.
Truckee, CA 96160

Airport Noise Report



A weekly update on litigation, regulations, and technological developments

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November 26, 2014

AIP Noise Grants

NOISE GRANTS TOTALING \$121.5 MILLION AWARDED TO 22 AIRPORTS IN FISCAL 2014

In fiscal 2014, some 22 airports received a total of \$121.5 million in federal Airport Improvement Program (AIP) grants to conduct noise compatibility planning studies and to implement noise mitigation projects, according to data provided by the Federal Aviation Administration.

That funding level is \$4.09 million less than the \$125.6 million in AIP noise mitigation grants awarded to 25 airports in fiscal 2013. The fiscal 2014 funding level for noise grants is \$67.7 million less than the \$189 million awarded to 29 airports in fiscal 2012, which had marked the first increase in the amount of AIP grants being awarded for noise mitigation in seven years.

AIP funding levels for noise mitigation projects peaked in fiscal 2005 when 57 airports received a total of \$337.1 million. In fiscal 2006, the funding level for noise projects dropped to \$303.1 million. The funding level dropped again in fiscal 2007 to \$288.3 million, in fiscal 2008 to \$272.7 million, in fiscal 2009 to \$217.7 million, in fiscal 2010 to \$206.4 million, and in fiscal 2011 to \$139.1 million.

The drop in AIP noise project funding levels following fiscal 2005 reflects a congressionally-mandated broadening of the special noise set-aside in the AIP program to also fund airport emission mitigation projects and more recent federal belt-tightening.

The \$121.5 million in noise grants awarded in fiscal 2014 includes:

- \$105.7 million to 17 airports for sound insulation of homes;
- \$4.8 million to one airports for insulation of public buildings (schools);
- \$10.09 million to three airports for land acquisition; and
- \$912,942 to three airports for noise compatibility planning studies.

AIP grants represent only one of two federal funding sources available to airport proprietors to fund noise mitigation projects. The other funding source is revenue from Passenger Facility Charges. ANR will report PFC noise data later in December.

Once again, Los Angeles International Airport received the most AIP funding for noise mitigation in fiscal 2014: \$21.5 million for residential sound insulation; one million more than it received in fiscal 2013.

The next highest AIP noise grant awards in fiscal 2014 went to Atlanta Hartsfield International (\$13 million for sound insulation); Chicago O'Hare International (\$11.6 million for sound insulation); San Diego International (\$11.3 million for sound insulation); Alexandria (LA) International (\$7 million for sound insulation); Louisville International (\$6.7 million for sound insulation and land acquisition); Chicago Midway International (\$6.6 million for sound insulation); and San Antonio International (\$6.4 million for sound insulation).

No AIP grants were awarded in fiscal 2014 for noise monitoring systems.

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AIP Grant Data ... This special issue of ANR provides data on grants awarded to airports for noise compatibility planning and noise mitigation projects under the federal Airport Improvement Program in fiscal year 2014.

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NextGen ... Washington, DC, metroplex is first in the nation to have three satellite-based highways in the sky, running side-by-side-by-side, each dedicated to one of the three major airports in the region - p. 166

Table 1: AIP Grants for Residential Sound Insulation in Fiscal 2014 (by contour)

<u>State</u>	<u>City</u>	<u>Airport</u>	<u>Sponsor</u>	<u>Amount</u>	<u>Contour</u>
CA	Los Angeles	Los Angeles Int'l	L.A. County	\$4,500,000	65-69 DNL
CA	Los Angeles	Los Angeles Int'l	City of El Segundo	\$7,000,000	65-69 DNL
CA	Los Angeles	Los Angeles Int'l	City of Inglewood	\$10,000,000	65-69 DNL
CA	San Diego	San Diego Int'l	Airport Authority	\$11,351,753	65-69 DNL
CT	New Haven	Tweed-New Haven	Airport Authority	\$764,624	65-69 DNL
GA	Atlanta	Hartsfield-Jackson Int'l	City of Atlanta	\$13,000,000	65-69 DNL
HI	Hilo	Hilo Int'l	State of Hawaii	\$1,765,530	65-69 DNL
IL	Chicago	Chicago Midway Int'l	City of Chicago	\$688,000	65-69 DNL
IL	Chicago	Chicago O'Hare Int'l	City of Chicago	\$6,820,000	65-69 DNL
KY	Louisville	Louisville Int'l	Airport Authority	\$4,000,000	65-69 DNL
MS	Gulfport	Gulfport-Biloxi Int'l	Airport Authority	\$2,925,000	65-69 DNL
MT	Great Falls	Great Falls Int'l	Airport Authority	\$2,000,000	65-69 DNL
NY	Buffalo	Buffalo Niagara Int'l	Transp. Authority	\$2,945,656	65-69 DNL
RI	Providence	T.F. Green	R.I. Airport Corp.	\$3,893,149	65-69 DNL
TX	Laredo	Laredo Int'l	City of Laredo	\$4,000,000	65-69 DNL
TX	San Antonio	San Antonio Int'l	City of San Antonio	\$6,400,000	65-69 DNL
WI	Milwaukee	Gen. Mitchell Int'l	Milwaukee County	\$4,800,000	65-69 DNL
IL	Chicago	Chicago Midway	City of Chicago	\$8,712,000	70-74 DNL
LA	Alexandria	Alexandria Int'l	Econ. Dev. District	\$7,000,000	70-74 DNL
MA	Westfield	Westfield Barnes Reg.	City of Westfield	\$2,500,000	70-74 DNL
NY	Buffalo	Buffalo Niagara Int'l	Transp. Authority	\$36,817	70-74 DNL
IL	Chicago	Chicago Midway	City of Chicago	\$600,000	75 DNL

Table 1 (Cont.): AIP Grants for Residential Sound Insulation in Fiscal 2014 (by Contour)***Grand Total: Residential Sound Insulation (all contours): \$105,702,529*****Table 2: AIP Grants for Sound Insulation of Public Buildings (Schools) in Fiscal 2014**

<u>State</u>	<u>City</u>	<u>Airport</u>	<u>Sponsor</u>	<u>Amount</u>	<u>Contour</u>
IL	Chicago	Chicago O'Hare Int'l	City of Chicago	\$4,800,000	not specified

Grand Total: Sound Insulation of Public Buildings: \$4,800,000**Table 3: AIP Grants for Land Acquisition in Fiscal 2014 (by contour)**

<u>State</u>	<u>City</u>	<u>Airport</u>	<u>Sponsor</u>	<u>Amount</u>	<u>Contour</u>
AL	Birmingham	Birmingham Int'l	Airport Authority	\$1,904,891	65-69 DNL
CT	Oxford	Waterbury-Oxford	Airport Authority	\$5,490,000	65-69 DNL
KY	Louisville	Louisville Int'l	Airport Authority	\$2,700,000	65-69 DNL

Grand Total: Land Acquisition: \$10,094,891

Table 4: AIP Grants for Noise Compatibility Planning Studies in Fiscal 2014

<u>State</u>	<u>City</u>	<u>Airport</u>	<u>Sponsor</u>	<u>Amount</u>
CA	Fresno	Fresno Yosemite	City of Fresno	\$360,000
ID	Boise	Boise Air Terminal	City of Boise	\$438,300
PA	Harrisburg	Harrisburg Int'l	Airport Authority	\$114,642

Grand Total: Noise Compatibility Planning Studies: \$912,942

Table 5: AIP Grants by Airport for All Noise Mitigation Projects in Fiscal 2014

<u>State</u>	<u>Airport</u>	<u>Insulation</u>	<u>Studies</u>	<u>Land/Other</u>	<u>Monitoring</u>	<u>Total</u>
AL	Birmingham			\$1,904,891		\$1,904,891
CA	Fresno		\$360,000			\$360,000
CA	LAX	\$21,500,000				\$21,500,000
CA	San Diego	\$11,351,753				\$11,351,753
CT	Tweed	\$764,624				\$764,624
CT	Oxford			\$5,490,000		\$5,490,000
GA	Hartsfield	\$13,000,000				\$13,000,000
HI	Hilo	\$1,765,530				\$1,765,530
ID	Boise		\$438,300			\$438,300
IL	Midway	\$6,688,000				\$6,688,000
IL	O'Hare	\$11,620,000				\$11,620,000
KY	Louisville	\$4,000,000		\$2,700,000		\$6,700,000
LA	Alexandria	\$7,000,000				\$7,000,000
MA	Westfield	\$2,500,000				\$2,500,000
MS	Gulfport	\$2,925,000				\$2,925,000
MT	Great Falls	\$2,000,000				\$2,000,000
NY	Buffalo	\$2,982,473				\$2,982,473
PA	Harrisburg		\$114,642			\$114,642
RI	T.F. Green	\$3,893,149				\$3,893,149
TX	Laredo	\$4,000,000				\$4,000,000
TX	San Antonio	\$6,400,000				\$6,400,000
WI	Milwaukee	\$4,800,000				\$4,800,000

Table 5 (Cont.): AIP Grants by Airport for All Noise Mitigation Projects in Fiscal 2014

Grand Total: All Noise Mitigation Projects: \$121,510,362



Part 161**FAA REJECTS LAWA'S PROPOSAL TO IMPOSE NOISE RESTRICTION**

The Federal Aviation Administration announced Nov. 25 that it has rejected Los Angeles World Airport's application to impose a noise restriction on Stage 3 aircraft at Los Angeles International Airport under the agency's Part 161 regulations on Notice and Approval of Airport Noise and Access Restrictions.

"As I reported to our Round Table at the Nov. 12 meeting, the bar set under Part 161 was extremely high, and we were aware of this from the outset," Scott Tatro of LAWA's Environmental and Land Use Planning Division told ANR.

"LAWA spent \$3.4 million on the application and did our best to convince FAA that the restrictions on such a small number of operations annually would not negatively impact LAX operators, and would benefit the communities east and south of LAX. The FAA ultimately disagreed with us, and LAWA accepts the FAA's decision. We have no plans for any further action at this time."

LAWA proposal would have impacted only 125 aircraft operations per year. It would have restricted easterly departures of all aircraft, with certain limited exemptions, between midnight and 6:30 a.m. when the airport is in over-ocean operations or when it is in westerly operation during these hours.

The restriction was being sought to reduce the nighttime noise burden for communities most affected by late night easterly departures that do not conform to a preferential runway use program that is currently instituted on a voluntary basis. LAWA sought to make this preferential runway use program mandatory.

LAWA's proposed restriction would have been the first imposed on Stage 3 aircraft since passage of the Airport Noise and Capacity Act of 1990, which required FAA to promulgate its Part 161 Regulations.

Almost a quarter of a century after ANCA's passage, Naples is still the only airport to have successfully imposed a noise restriction under FAA's Part 161 rules. Naples' restriction involved only Stage 2 aircraft and thus did not require FAA approval, which is needed for restrictions on Stage 3 aircraft.

Three Statutory Conditions Not Met

FAA rejected LAWA's Part 161 application because the agency concluded that the proposed restriction would not satisfy three of the six statutory conditions that must be met under Part 161 in order to impose a restriction on Stage 3 aircraft:

- Condition 1: The restriction is reasonable, non-arbitrary, and non-discriminatory;
- Condition 2: The restriction does not create an undue burden on interstate or foreign commerce; and
- Condition 4: The proposed restriction does not conflict

with any existing Federal statute or regulation.

Regarding Condition 1, FAA found that LAWA has not provided substantial evidence that the proposed action could relieve LAX's noise problem.

LAWA calculated that the proposed restriction would remove only 116 residents from the CNEL 65 dB noise contour by 2018. "This would amount to only 0.2% of the 64,343 people projected to reside within the CNEL 65 dB contour in that year," FAA said, concluding that LAWA's proposed restriction "would have a negligible impact on nighttime noise at LAX."

FAA said that LAWA did not satisfy Condition 2 because its cost-benefit analysis does not demonstrate that the estimated potential benefits of the restriction have a reasonable chance to exceed the estimated potential cost of the adverse effects on interstate and foreign commerce.

Specifically, the FAA found that LAWA's analysis:

- Understates the loss of operating profits by approximately \$1.9 million per year due to compensation paid to off-loaded passenger;
- Does not estimate the cost to operators for delayed crew;
- Does not address adequately the cost of auxiliary power unit (APU) operation or provision of electrical power by the airport during offloading delay;
- Does not adequately quantify cargo handling costs;
- Overstates the qualitative noise benefits of the proposed restriction, when the quantitative evidence shows that population exposed to significant noise and sleep awakenings will each be reduced by just 0.2%;
- Does not address the effect on benefits should operators choose to conduct a non-conforming departure to the east and pay the fine; and
- Asserts but does not substantiate an unquantified savings in controller workload costs.

Regarding Condition 4, FAA concluded that LAWA failed to demonstrate that its proposed restriction does not present a conflict with existing federal statutes and regulations that govern the control of aircraft operations.

FAA said LAWA's application "fails to take into account whether changing the current voluntary regime to a mandatory one might affect the response and authority of the pilot to judge safe operations in a way that could introduce an unnecessary risk."

"Unlike wind, weather, and aircraft limitations, this restriction on easterly departures and the prospect of an injunction or a financial penalty introduce factors that could influence operators and pilots to reduce safety margins in making operational decisions.

"An airport sponsor may not interfere with the safety-based actions of the aircraft operator. The FAA is concerned that by imposing a restriction with penalties on aircraft operator decisions to take off with a headwind rather than a tailwind, LAWA's proposed restriction could establish a conflict with regulations in 14 CFR 91.3 (a) Responsibility and Authority of the Pilot in Command, which states that the Pilot in Command (PIC) of an aircraft is the final authority as to the

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operation of that aircraft. Conflicts with the Federal structure of PIC authority can introduce an increase in risk level which can have serious safety implications. LAVA also fails to demonstrate that the proposed restriction does not present a conflict with Grant Assurance 22 which requires airports to be operated on reasonable terms.”

FAA’s 54-page explanation of why it rejected LAVA’s Part 161 application can be downloaded at <http://www.lawa.org/uploadedFiles/LAX/noise/Part161/11-7-14%20FAA%20Decision%20on%20LAX%20Part%20161.pdf>

NextGen

WASHINGTON, DC, METROPLEX IS FIRST IN U.S. TO HAVE THREE NEXTGEN FLIGHT PATHS

Just in time for the busy holiday travel season, the Federal Aviation Administration announced Nov. 24 that the Washington, D.C., Metroplex is the first in the nation to have three, state-of-the-art, satellite-based highways in the sky running side by side by side, each dedicated to one of the three major airports in the region.

“The national capital region is reaping the benefits of NextGen and this announcement further highlights how the federal government is making a difference,” said Transportation Secretary Anthony Foxx. “These new and improved highways in the sky mean increased safety, more on time arrivals and departures, reduced fuel consumption, and reduced pollution-causing emissions.”

Estimates predict airlines will burn at least 2.5 million fewer gallons of fuel each year in the skies above Washington, while emitting at least 25,000 fewer metric tons of carbon dioxide.

The three parallel Optimized Profile Descents (OPD) enable aircraft serving the capital area’s three major airports from the northwest to descend from cruising altitude to the runway in a smooth, continuous arc instead of the traditional staircase descent. This saves time for passengers, while reducing fuel and carbon dioxide emissions. In addition, voice communications between air traffic controllers and pilots are greatly reduced since clearances required during each step of a staircase descent are eliminated.

The three airports benefitting from the NextGen arrivals are Baltimore/Washington International Thurgood Marshall Airport, Dulles International Airport, and Ronald Reagan Washington National Airport.

The OPD into Baltimore/Washington opened this month, joining the existing OPDs into Dulles and National. Complementary, satellite-based departure paths are also being rolled out at the three airports, allowing aircraft to more quickly join high altitude traffic streams.

By improving traffic flow to the three major airports, the D.C. Metroplex initiative, a collaborative effort involving American, Southwest, United, and labor unions, also enhances the safety and efficiency of flights serving Richmond International Airport, Andrews Joint Base Airport, and at least nine smaller airports, FAA said.

AIRPORT NOISE REPORT

Anne H. Kohut, Publisher

Published 44 times a year at 43978 Urbancrest Ct., Ashburn, Va. 20147; Phone: (703) 729-4867; FAX: (703) 729-4528.
e-mail: editor@airportnoisereport.com; Price \$850.

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Airport Noise Report



A weekly update on litigation, regulations, and technological developments

Volume 26, Number 44

December 12, 2014

Boston Logan Int'l

FAA BEGINS TESTING FIRST COMPONENT OF POTENTIAL BOS RUNWAY USE PROGRAM

On Nov. 12, the Federal Aviation Administration began testing the first component of a potential runway use program at Boston Logan International Airport.

It is designed to address a frequent complaint by residents in nearby communities that they wake up to the same aircraft noise they were hearing when they went to bed. Under the test, the runway configuration will be changed from late night to early morning.

The test is part of the third phase of the Boston Logan Airport Noise Study (BLANS), which will evaluate whether changes in runway use at Logan Airport can further reduce aircraft noise in the communities surrounding the airport.

The Logan Airport Community Advisory Committee (CAC), with the technical assistance of an independent consultant, designed the first test scenario and also will design any remaining test scenarios decided upon.

The results will be used to develop a runway use program at Boston Logan International. The Massachusetts Port Authority (Massport) supports this noise abate-

(Continued on p. 186)

Appropriations

CONGRESS ORDERS FAA PROGRESS REPORT ON MITIGATING PHOENIX PBN NOISE PROBLEM

A rider to the fiscal 2015 omnibus funding bill passed by the House late last night requires the Federal Aviation Administration to submit a report to Congress within 90 days on FAA's progress addressing the noise problem caused by new NextGen departure paths out of Phoenix Sky Harbor International.

The new departure procedures were put into effect in September and direct aircraft over historic neighborhoods in Phoenix. FAA told city officials in a recent letter that some aircraft were not flying the new Performance-based Navigation Procedures correctly and the agency has taken steps to address that.

The rider states: "FAA has been helpful in evaluating measures to address local concerns that have been raised as a result of new departure routes out of Phoenix Sky Harbor International Airport. The FAA is directed to continue to work expeditiously to identify appropriate mitigation measures and to enforce adherence to flight procedures, unless specific flight modifications are necessary for safety purposes, in order to avoid impacts on nearby residential neighborhoods. The FAA is expected to provide a progress report on these measures to the House and Senate Committees on Appropriations within 90 days of enactment of this Act."

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In This Issue...

Boston Logan Int'l ... FAA begins testing the first component of a potential runway use program at BOS aimed at reducing noise impact on airport neighbors - p. 185

Legislation ... A rider to the FY 2015 omnibus funding bill requires FAA to provide a progress report to Congress on how well the agency is addressing a PBN noise problem at Phoenix Sky Harbor Int'l - p. 185

Australia ... Airspace changes being made at Gold Coast Airport to reduce noise impact on surrounding community - p. 187

FAA ... Public comment sought on agency's intent to renew information collection for Part 150 program - p. 187

PANYNJ ... HMMH wins contract to conduct Part 150 studies at Newark, Teterboro airports - p. 188

In Brief ... John Wayne Airport seeks Airport Noise/Access Specialist - p. 188

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ment effort and asked the FAA to conduct the testing.

The first test is designed to evaluate whether FAA air traffic controllers can switch the runway configuration at the airport overnight, so the direction of arriving and departing flights on a given morning is different than it was the previous night, FAA spokesman Jim Peters explained in a statement to ANR. It continues:

The test calls for the FAA to determine how frequently air traffic controllers can switch the runway configuration they are using between 8:30 p.m. and midnight to a new runway configuration for the period between 6 a.m. and 9:30 a.m. the following morning.

The test is expected to run for at least three months but will not exceed six months. Massport developed the list of runway use recommendations for testing. Those include six runway configurations, with four next-day change options for each configuration, as well as an order of preference for changing runways.

Ultimately, the FAA, Massport, and the CAC may use the results of the first test and any additional planned tests to develop a runway use program that is consistent with FAA safety and operational requirements. Together with the noise relief measures already in place from Phase 1 and 2 of the noise study, the runway use program could lead to a quieter environment in the neighborhoods around the airport.

The FAA's ability to change runways during the test period is dependent on wind, weather, volume, runway availability, and other operational factors. No procedures, flight paths or altitudes will change, but the frequency of procedures or the use of flight paths may vary. With the assistance of project consultants, Massport will conduct a noise analysis at the end of each test.

A link to additional details on the first test and the outline of the runway use plan is available on the homepage of the Boston Logan Airport Noise Study website: <http://bostonoverflightnoisestudy.com>.

BLANS Study

When the FAA issued the 2002 Environmental Record of Decision for the Boston Logan Airside Improvements Planning Project, the agency required the Boston Logan Airport Noise Study as part of the project mitigation.

The Record of Decision required the FAA, Massport, and the CAC to work together to develop a noise study scope that included enhancing existing noise abatement measures and developing new measures that could apply to aircraft overflights.

Phase 1 of BLANS identified safe and efficient noise abatement measures that would not adversely affect other communities within the noise study area and that could be implemented before the study's completion.

That effort produced several modified arrival and departure flight procedures that raised aircraft altitudes over communities or maximized the use of over-water flight routes

when conditions permitted. These measures notably reduced noise levels over land.

Phase 1 was completed in November 2010. All the procedures are described in the FAA's October 2007 Categorical Exclusion/Record of Decision:

http://www.bostonoverflightnoisestudy.com/docs/BONS_Phase1_Catex_ROD_full_document.pdf

Phase 2 identified and implemented other potential measures to reduce noise impacts to communities surrounding Boston Logan Airport.

The FAA evaluated dozens of potential noise abatement measures for ground operations, arrivals, departures and local aircraft traffic over a three-year period and implemented two ground measures. Those measures established an area for engine run-ups and a location for holding aircraft that are delayed before departure. Several other measures included encouraging airlines to use a single engine while taxiing, and establishing and maintaining communications with helicopters and propeller aircraft to maintain altitudes of 2,000 feet over downtown Boston.

The final results of the three-year evaluation are in the Level 3 Screening Report http://www.bostonoverflightnoisestudy.com/phase2_documents.aspx December 2012.

New Community Advisory Committee

In related news, the Massachusetts Legislature in July created a new 31-member Massachusetts Port Authority (MPA) Community Advisory Committee (CAC), which will have a seat on the Massport Board of Directors.

The current Logan CAC, which is a participant in the BLANS study, is in the process of organizing the new legislatively-mandated CAC, which will have broad powers.

Chapter 46 of the Mass. Acts of 2013 (Sections 54-55) stipulates that the new CAC be composed of one appointee from each of 25 communities around Logan International and six appointees from Boston. Each appointee will be a voting member of the committee and will be named by the chief executive of their town or city. Appointees must be versed in at least one of the following disciplines: airport operations, environmental affairs, labor relations, public health, or port operations.

"Once formally constituted, the powers of the Community Advisory Committee shall include that the CAC may provide for staff and incur annual expenses not to exceed \$250,000, make recommendations to the Governor and general court with respect to MPA matters, examine MPA reports, review the annual report and provide comments to the Governor, hold hearings on matters relating to MPA, make recommendations to MPA on the annual budget, and appoint a member to the MPA Board of Directors," Massport Chief Executive Thomas P. Glynn explained in a letter to the chief executives of the towns that will appoint members to the committee.

The legislation is at <http://malegislature.gov/Laws/SessionLaws/Acts/2013/Chapter46>

*Australia***AIRSERVICES MAKES AIRSPACE CHANGES TO REDUCE NOISE**

Airservices Australia recently announced that it would make two airspace changes at Gold Coast Airport in the next two months to improve noise impacts for local residents and enhance the safety and efficiency of air services to the airport.

The first change is the permanent introduction of new satellite-based Required Navigation Performance (RNP) flight path, known in Australia a “Smart Tracking.”

RNP, or Smart Tracking, allows aircraft to fly with greater navigational accuracy and make smooth curved approaches in all weather conditions, even when close to the airport.

This new flight path will be available for suitably-equipped flights arriving into Gold Coast Airport from the south-east and is expected to improve noise outcomes for communities living to the north of the airport by keeping aircraft over the water for longer to minimize flying over homes.

This technology will complement the Instrument Landing System (ILS) that is planned for the Gold Coast to help weather-proof the airport and minimize diversions.

The second change is an Airservices trial of an altered flight path to minimize the impact of aircraft noise for some residential areas south of the airport.

It follows a request from the local community to maximize flights over the Banora Point Golf Course and minimize, where possible, aircraft flying over residential areas.

This will change the flight path for southern departures, with jets departing from Runway 14 (over the Banora Point Golf Course) being directed by air traffic control to fly to the south-west.

Airservices Executive General Manager Safety, Environment and Assurance, Dr. Rob Weaver said that the changes were part of Airservices ongoing commitment to investigate ways to reduce the noise impact of flights on the community.

*FAA***FAA TO RENEW INFO COLLECTION ON NOISE MAPS, 150 PROGRAMS**

The Federal Aviation Administration announced Dec. 4 that it intends to request Office of Management and Budget (OMB) approval to renew an information collection from airport operators voluntarily submitting noise exposure maps and noise compatibility program to the FAA for review and approval.

The public has until Feb. 2, 2015, to comment on the information collection, which is used by the FAA to determine if an airport sponsor’s noise compatibility program is eligible for federal grant funds.

If airport operators did not voluntarily submit noise exposure maps and noise compatibility program for FAA review and approval, the airport operator would not be eligible for the set-aside of discretionary grant funds, FAA explained.

FAA estimates that the information collection involves approximately 15 airport operators with an average burden per airport of 3,382.6 hours. The agency did not explain how the burden in hours was calculated.

FAA invited the public to comment on any aspect of the information collection including:

- Whether the proposed collection of information is necessary for FAA’s performance;
- The accuracy of the estimated burden;
- Ways for FAA to enhance the quality, utility and clarity of the information collection; and
- Ways that the burden could be minimized without reducing the quality of the collected information.

The agency said it will summarize and/or include the public comments in the request for OMB’s clearance of this information collection.

Comments should be sent to Mr. Kathy DePaepe, Room 126B, Federal Aviation Administration, ASP-110, 6500 S. MacArthur Blvd., Oklahoma City, OK 73169.

For further information, contact Kathy DePaepe at tel: (405) 954-9362; e-mail: Kathy.DePaepe@faa.gov.

Appropriation, from p. 185

The legislation also contains another noise-related rider that prohibits funds from being used to change weight restrictions or prior permission rules at Teterboro Airport in New Jersey, where airport neighbors have sought to keep heavier business jets from using the airport. A 100,000 lb. aircraft weight limit has been in place at Teterboro since 1967 and is strongly support by the surrounding community.

It is unclear at this point who attached these riders to the fiscal year 2015 omnibus appropriations bill, which would provide \$12.4 billion for the FAA, \$17 million below the fiscal year 2014 enacted level.

The funding agreement includes the full budget request for the FAA air traffic organization and NextGen operations and planning but does not increase the Passenger Facility Charge limit from \$4.50 to \$8 as the Obama Administration had sought.

The legislation would provide:

- \$3.35 billion for FAA’s Airport Improvement Program;
- \$14.9 million for the Office of Environment and Energy;
- \$60.08 million for NextGen implementation;
- \$25.5 million for implementation of PBN procedures and FAA Metroplex projects;
- \$5.5 million for the NextGen environment portfolio; \$3 million above the budget request to support the Continuous Low Energy, Emissions and Noise (CLEEN) program and;
- \$23.01 million for environmental research on aircraft technologies, fuels, and metrics, an increase of \$3.5 million above the budget request.

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PANYNJ

HMMH WILL CONDUCT PART 150 STUDIES FOR NEWARK, TETERBORO AIRPORTS

The Port Authority Board of Commissioners announced Dec. 10 that it has approved an agreement with Harris Miller Miller & Hanson, Inc. (HMMH) to conduct federal Part 150 airport noise compatibility planning studies for Newark Liberty International and Teterboro airports over the next three years.

The consultant also is required to “design and conduct a robust public participation program to ensure a broad base of public involvement that meets all regulatory requirements” of federal Part 150 studies.

HMMH’s technical proposal was the highest rated in the agency’s publicly advertised Request for Proposals for this project, which will run between January 2015 and November 2017 at an estimated cost of \$6.6 million combined for both airports.

“These studies are an important part of the Port Authority’s effort to address the noise concerns of residents living in close proximity to our airports,” said Port Authority Chairman John Degnan. “The information and feedback from these studies will be vital to developing effective noise mitigation plans at Newark Liberty and Teterboro.”

“As we work to deliver 21st century airports to the region, it’s critical that we serve as good neighbors to those that live close to the airports as well,” said Port Authority Vice Chairman Scott Rechler. “These studies will help evaluate noise levels in areas surrounding the airports in order to identify potential solutions to reduce noise for those that live close to our airports.”

Newark Liberty had its second Community Noise Roundtable meeting last week, following a kick-off meeting earlier this year. Teterboro has had long-standing group discussions regarding noise concerns for residents in communities surrounding the busy general aviation airport.

Along with the roundtables, the Port Authority implemented a flight tracking system on the agency’s website, increased staffing to handle noise complaints, and doubling the number of noise monitors.

In Brief...

John Wayne Airport Seeks Noise Specialist

John Wayne Airport (SNA) is seeking an experienced Airport Access/Noise Specialist. For a full job description and position requirements, please visit the following website:

<http://agency.governmentjobs.com/oc/default.cfm>. Only on-line applications will be accepted. Apply by Thursday, Dec. 18, 2014.

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V 530-587-4119 Ext 106

F 530-587-2984

hardy.bullock@truckeeahoeairport.com

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