



LAX/Community Noise Roundtable Aviation Noise News

September 12, 2018

FAA Cuts Off Talks with BWI Roundtable

[Source: AviationPros, July 18, 2018](#)

In a July 11, 2018 email to the Maryland Aviation Administration, the Federal Aviation Administration (FAA) indicated that legal action against the FAA by the State of Maryland ended its ability to continue discussions with the State of Maryland and the Baltimore Washington International Airport (BWI). Maryland sued the FAA over increased noise resulting from changes to aircraft flight paths in 2014.

FAA Deputy Regional Administrator Maria Stanco wrote, "Due to pending litigation we are unable to continue our conversations with the Roundtable, the Airport or the associated contractors on this issue." Stanco added, "No action from the Roundtable is expected at this point."

BWI Roundtable's chairwoman, Mary Reese, indicated that "She was frustrated to learn that the agency would no longer be engaging neighbors in the process, especially given that the group had dedicated more than a year to finding a solution."

FAA spokesman Paul Takemoto said in a statement that the suspension of communications is "...temporary, and the FAA plans to resume its conversations with the state and the roundtable once the legal and administrative petitions are resolved."

Aviation Organizations Urge Senate Restraint on Noise Mandates

[Source: AINonline, August 6, 2018](#)

In a letter to the Senate Commerce Committee, the National Business Aviation Association, General Aviation Manufacturers Association, Air Line Pilots Association, Airlines for America, Cargo Airline Association, National Air Carrier Association, and the Regional Airline Association stated, "...amendments that decree new noise measuring protocols, metrics, or thresholds; dictate flight paths; and/or adopt airport-specific flight procedures or aircraft operating restrictions would be highly concerning." The letter adds, "Such legislative mandates would be shortsighted and counterproductive because they would seriously undermine the wide range of safety and environmental benefits associated with NextGen and the stability and connectivity of the national airspace system."

The organizations noted that, "The number of people exposed to significant aircraft noise levels has dropped by 94 percent over the past 40 years and 53 percent alone between 2000 and 2016."

The article notes that, "Many such measures had been proposed to the House version of the FAA bill, but had been struck down before the legislation reached the House floor."

Time Beginning to Run Short for Long-term FAA Funding Bill

[Source: AINonline, August 27, 2018](#)

With the end of the federal fiscal year just a few weeks away, the likelihood of Congress passing a short-term extension to put the matter off until after the mid-term elections is increasing. The House passed its version of the funding bill in April, but the Senate has not completed resolving the numerous amendments to the bill, which has prevented it from being brought to the Senate floor for a vote. Once the Senate resolves its issues, the bill still needs to be reconciled with the House version and passed by both chambers. Given that the most controversial item in previous versions of the bill has been removed, the article indicates that, "Most agree that the prospects for final passage remain strong."

Noise and Emissions Are Central Issues for Resurgent Supersonics

[Source: Aviation Week & Space Technology, July 27, 2018](#)

As several aircraft manufacturers moved forward with their designs for supersonic business jets and commercial passenger aircraft, concerns are being raised by an environmental research group regarding the

fuel burn, air emissions, and noise from existing aircraft engines that would be utilized for supersonic flight. The International Council on Clean Transportation (ICCT) released a study examining the noise and air emissions from the proposed aircraft. Daniel Rutherford, study co-author and ICCT aviation program director said, "There are reasons to be worried about the environmental impact of reintroducing supersonic aircraft." He added, "A modest first step is for manufacturers to commit to meeting existing standards for new aircraft."

Supersonic aircraft manufacturer Aerion said that it had searched for a supersonic engine that met its needs, but decided to adapt an existing engine core for its program. The article notes, "The company was originally targeting Stage 4 noise standards, but the introduction of Stage 5 limits—a reduction of 7 EPNdB—at the end of 2017 forced it to an engine with a higher bypass ratio."

Boom aircraft CEO Blake Scholl said the company needs to find an engine that "...is not too noisy for takeoff and low enough bypass so you don't have too much wave drag. You also get the right fuel efficiency; that's the tension in the design."

The article noted that, "Aerion is targeting a New York-London flight in October 2023 to mark the 20th anniversary of the Concorde retirement."