



LAX/Community Noise Roundtable Aviation Noise News

November 13, 2019

John Wayne Airport Welcomes Quieter Aircraft, LAX Not Far Behind

[Source: AviationPros, October 1, 2019](#)

On October 1, 2019, Delta Air Lines began scheduled operations of its brand new Airbus A220-100 aircraft between Salt Lake City (SLC) and John Wayne Airport (SNA).

Heralded as the most fuel efficient and quietest aircraft in its class, the A220-100 has proven that it deserves that moniker by posting sound levels 5 to 8 decibels lower than the allowable limits at some of SNA's aircraft noise monitoring terminals. Orange County Board of Supervisors Vice Chair Michelle Steel stated, "The combination of increased fuel-efficiency, a quieter engine, and a higher climb rate, achieving higher altitudes more quickly, is good news for John Wayne Airport and Orange County residents."

Previously known as the Bombardier C-Series aircraft, Delta's A220-100 regional jet has 109 seats and is well suited to shorter-haul markets such as SLC to SNA. Delta has 90 A220-100s on order and will be expanding the airports served by these aircraft as new aircraft are delivered through 2023.

Beginning in December 2019, residents near LAX will begin seeing these aircraft as Delta initiates service between LAX and Austin and LAX and Seattle, which are

currently served by Delta Airbus A319/A320s and Boeing 737-800/900s, respectively.

Will We Have Self-Flying Cars Before Self-Driving Cars?

[Source: Forbes, October 28, 2019](#)

Sebastian Thrun, founder of Google's self-driving team and the CEO of his own self-flying vehicle startup, Kitty Hawk, believes that the aviation industry might integrate self-flying vehicles into transportation systems before self-driving cars because there are fewer obstacles in the air than on streets. "If you go a bit higher in the air then all the difficulties with not hitting stuff like children and bicycles and cars and so on just vanishes . . . Go above the buildings, go above the trees, like go where the helicopters are," said Thrun. It is expected that by traveling in a straight line in the air, self-flying vehicles would be more energy efficient than self-driving vehicles on the road.

Among the challenges facing self-flying vehicle manufacturers and the communities over which they would operate, is the large number of landing areas in and around cities that would be required to make these systems viable. The manufacturers have indicated that existing airports are a logical starting point for self-flying vehicles for travelers arriving by business or commercial aircraft with downtown destinations.

National Air Transportation Association Opposes Helicopter Bill

[Source: AINonline, November 11, 2019](#)

The National Air Transportation Association (NATA) expressed its strong opposition to a Congressional bill (H.R. 4880 - Improving Helicopter Safety Act of 2019) that would ban 14 CFR Part 91 and Part 135 helicopter flights over “any city with a population of over eight million people and with a population density of over 25,000 people per square mile.” While New York City is the only city in the United States that falls within that definition, NATA is concerned about the broader implications of the bill.

Jonathon Freye, NATA’s Vice President of Government and Public Affairs said, “Proposals like this one are a slippery slope that embolden other policymakers to pursue similar legislation. . .without considering the repercussions on business and the industry that continue to be an economic driver for the communities and airports where they reside.”

Freye also expressed concern that the bill is the latest in a series of efforts to restrict airspace access at the local level. He added, “It’s a constant drumbeat of legislators trying to whittle away at access for aviation stakeholders and that’s the problem.”

He noted that the aviation industry has worked with local communities to achieve a balance that “provides some sense of satisfaction to local communities without impeding communities.”

Aircraft Noise Effects on Sleep

[Source: International Journal of Environmental Research and Public Health, August 31, 2019](#)

Mathias Basner, a researcher and associate professor at the University of Pennsylvania School of Medicine, has spent decades researching the effects of aircraft noise on sleep. The results of one of his latest sleep studies conducted near Philadelphia International Airport were published on August 31, 2019 in the International Journal of Environmental Research and Public Health.

The primary purpose of this study was to test unattended methods of collecting field measurements. The secondary purpose was to compare subjective and objective measures of sleep and health.

While Basner and his team found it is feasible to conduct unattended field measurements on a small scale, a larger study may require a modified methodology in order to reduce costs. The study also found that while people living near the Airport reported poorer sleep quality and poorer health than people living farther from the Airport, no significant difference was noted between the two groups when asked how they had slept the next morning. The study also found no difference in blood pressure between the two groups in the morning.

The study concluded that a larger national study around multiple US airports is needed to inform future sleep-related policies.