



LAX/Community Noise Roundtable

Work Program C3: Briefing on Key Aircraft Noise Provisions included in FAA Reauthorization Bill

November 14, 2018

Brief Overview of the 2018 FAA Reauthorization Act



On October 5, 2018, President Trump signed the FAA Reauthorization Act of 2018, which:

- Authorizes Federal Aviation Administration (FAA) spending levels over a five-year period on a wide range of operational, planning, and research efforts
- Earmarks \$3.35 billion annually for the FAA's Airport Improvement Program (AIP); a portion of which is used for noise compatibility programs such as 14 CFR Part 150 Studies, sound insulation programs, and noise-related research
- Contains 14 noise-related provisions, which are the focus of this presentation

The Act did not contain language that would have privatized FAA's air traffic control functions

Aircraft Noise Provisions of the Five-Year FAA Reauthorization Act



Subtitle D, Airport Noise and Environmental Streamlining, of the Act contains the following noise provisions:

- Section 172. Authorization of certain flights by Stage 2 aircraft.
 - Establishes a pilot program for the operation of Stage 2 aircraft between not more than 4 medium hub or nonhub airports, with specific characteristics.
- Section 173. Alternative airplane noise metric evaluation deadline.
 - Requires that the FAA complete an evaluation of alternative metrics to the current Day Night Average Sound Level (DNL) 65 standard within one year of the date of enactment.

Subtitle D Noise Provisions Continued:



- Section 174. Updating airport noise exposure maps.
 - Builds on the current requirement that a noise exposure map – for those airports that have one – must be updated when there is a change in the surrounding area, such as a significant new noncompatible use, or a change in the operation of the airport would significantly reduce noise over existing noncompatible uses. Additional language has been added clarifying that if one of the listed changes occurs, an updated noise exposure map is only required if the change either comes into effect during the forecast period of the existing noise exposure map, or during the implementation period of the airport operator’s noise compatibility program.



Subtitle D Noise Provisions Continued:

- Section 175. Addressing community noise concerns.
 - Requires the FAA to consider the feasibility of implementing dispersal headings for new RNAV departure procedures below 6,000 AGL if: (1) the airport requests it, (2) it would not have safety or efficiency implications, and (3) it would not significantly increase noise over other noise-sensitive areas.
- Section 176. Community involvement in FAA NextGen projects located in metroplexes.
 - Requires the FAA to prepare a review (within 180 days) of FAA's community involvement practices for NextGen projects located in Metroplex. That review is to be followed by a report (within 60 days) containing: (1) recommendations for improving community involvement for NextGen projects in Metroplexes; (2) discussion of how and when the FAA will engage airports and communities in PBN proposals, and (3) lessons learned from NextGen projects.



Subtitle D Noise Provisions Continued:

- Section 179. Airport noise mitigation and safety study.
 - Requires the FAA to conduct a study to review and evaluate existing studies and analyses of the relationship between jet aircraft approach and takeoff speeds and corresponding noise impacts on communities surrounding airports. It would also look at whether reduced approach or takeoff speeds would jeopardize aviation safety and/or: cause the National Airspace System (NAS) to operate less efficiently; impact capacity; and increase fuel burn.
- Section 180. Regional ombudsmen.
 - Requires the FAA to designate a Regional Ombudsman for each region who would serve as a liaison with the public to address “issues regarding aircraft noise, pollution, and safety” and make recommendations to the Regional Administrators to address concerns raised by the public.

Subtitle D Noise Provisions Continued:



- Section 181. FAA leadership on civil supersonic aircraft.
 - Directs the FAA Administrator to exercise leadership in the creation of Federal and international policies, regulations, and standards relating to the certification and safe and efficient operation of civil supersonic aircraft. It directs the FAA to obtain aerospace industry stakeholders input regarding regulatory framework, and issues related to standards and regulations for the type certification and safe operation of civil supersonic aircraft, including noise certification. This provision also directs FAA to exercise international leadership. FAA is required to issue a notice of proposed rulemaking by March 31, 2020, for civil supersonic noise standards.

Subtitle D Noise Provisions Continued:



- Section 186. Stage 3 aircraft study.
 - Directs GAO to undertake a review of the potential benefits, costs, and other impacts that would result from a phase out of covered Stage 3 aircraft. The review must include:
 - Inventory of covered Stage 3 aircraft
 - Benefits, costs, and impacts to a variety of stakeholders, including air carriers, GA operators, airports, communities surrounding airports, and the general public
 - Lessons learned from the phase out of Stage 2 aircraft
 - Costs and logistical challenges associated with recertifying stage 3 aircraft capable of meeting Stage 4 noise levels
 - Stakeholder views on the feasibility and desirability of phasing out covered Stage 3

Subtitle D Noise Provisions Continued:



- Section 187. Aircraft noise exposure.
 - Requires the FAA to conduct a review of the impact of noise exposure on communities around airports. The FAA would be required to submit a report to Congress on their findings within 2 years, including FAA’s recommendations for revisions to their land use compatibility guidelines in Part 150 of Title 14 CFR.
- Section 188. Study regarding day-night average sound levels.
 - Directs the FAA to evaluate alternative metrics to the current average day-night level standard. (Note, this is similar to Section 173, except that it adds the requirement of consideration of actual noise sampling and other methods, and an accelerated schedule.)



Subtitle D Noise Provisions Continued:

- Section 189. Study on potential health and economic impacts of overflight noise.
 - Requires the FAA to engage a university to conduct a health study in a number of metropolitan areas (Boston, Chicago, the District of Columbia, New York, the Northern California Metroplex, Phoenix, the Southern California Metroplex, Seattle, or such other area as may be identified by the FAA), focusing on “incremental health impacts on residents living partly or wholly underneath flight paths most frequently used by aircraft flying at an altitude lower than 10,000 feet, including during takeoff or landing”; and “an assessment of the relationship between a perceived increase in aircraft noise, including as a result of a change in flight paths that increases the visibility of aircraft from a certain location, and an actual increase in aircraft noise, particularly in areas with high or variable levels of non-aircraft-related ambient noise.”

Subtitle D Noise Provisions Continued:



- Section 190. Environmental mitigation pilot program.
 - Provides for FAA grants of up to \$2.5 million to six airports to carry out pilot environmental mitigation programs that would “measurably reduce or mitigate aviation impacts on noise, air quality, or water quality at the airport or within 5 miles of the airport.” The federal share of this project would be up to 50%, and projects must be carried out by a consortium of entities that includes two or more of the following: businesses, educational or research organizations, state or local governments, and/or federal laboratories.