Executive Summary:
UC Davis Aviation Noise & Air Quality Symposium 2/23-2/26 2014

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LAX-Community Noise Roundtable
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UC Davis Symposium Topics

• Provides one day of fundamentals training
• Broad Range of Participants
  – Majority USA and Canada with few from Europe and Asia
  – Airport operators, FAA, Electeds, Community Organizations
• Topics included:
  – Performance Based Navigation, Next GEN (NEPA and OAPM)
  – Recent Noise Research, Advances in fuels and emission reduction
  – Helicopter noise issues, other community noise issues, sound insulation policy and advances
  – Upcoming NEPA requirement changes
  – Health studies
  – Product implementation and demonstrations
Lessons Learned/Observations

• Heard how other airport areas are addressing and resolving conflicts
• Our LAX-Community Roundtable AND LAWA Noise Management staff is a model for other areas’ successes
• Symposium enabled us to raise our local issues to FAA and to others such as new Mitigations Program Guidance Letter limitations on airport communities. (Also refurbishment of mitigations)
• Learned about health impact studies; looking for ways to reduce aircraft/airport impacts.
Lessons Learned/Observations (2)

- Many different noise metrics, but selection change unlikely in near term.
- Aircraft getting quieter, but there’s lots more of them and they are more frequent.
- Areas proximate to other airports have same concerns as we do; includes areas outside of noise contours.
- MN folks only ones with settlement noise mitigation to 60 DNL.
- Health studies all limited to date; some have statistical correlation but no causal demo.
Some lessons... 1

We need a training class on the regulations impacting us...

What Have We learned?

- 1976 Federal Noise Policy established roles
  - Airport operator has primary responsibility
- Part 36 sets aircraft noise limits
- Part 91 sets phase out schedules
- Part 150 guides compatibility planning
- Part 161 regulates use restrictions
  - Strong FAA opposition to application
- 2000 Policy is an enhancement
  - Airport operator still has primary responsibility
Some lessons...2

- Amounts of people impacted varies in locations
- Number of flights per hour, if similar aircraft, changes CNEL calculation very little and the loudest aircraft drives the noise level reading.
- 10dB changes are twice as loud and 5 dB changes are noticeable
- Weather inversion increases noise perception
Some lessons...3
Lots of regulations, but how they protect us is still open in my mind...

<table>
<thead>
<tr>
<th>Regs, Policies, and Guidance</th>
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<tbody>
<tr>
<td>- National Environmental Policy Act (NEPA)</td>
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<td>- 40 CFR parts 1500-1508, CEQ Regulations Implementing NEPA</td>
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<tr>
<td>- CEQ Memo: 40 Most Asked Questions Concerning CEQ’s Regulations Implementing NEPA</td>
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<td>- DOT Order 5610.1, Procedures for Considering Environmental Impacts</td>
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<tr>
<td>- FAA Order 1050.1, Environmental Impacts: Policies and Procedures</td>
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<tr>
<td>- FAA Order 7400.2, Procedures for Handling Airspace Matters (particularly Chapter 32)</td>
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<td>- Other various guidance memos and documents</td>
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Some lessons...4

• FAA told us that several unnamed airports will be chosen in the near future to participate in a noise survey...

• With new FAA Noise Mitigation Prog. Guide Letter in force the local airports are getting together to agree on a test method to comply.

• Updated FAA environmental regulations will be posted at www.Regulations.gov
Follow Up

• All presentation slides to be on UC Davis website... [https://sites.google.com/site/ucdavisaviation/](https://sites.google.com/site/ucdavisaviation/)
• iPhone app Decibel 10th provides good instantaneous readings to add with filed complaints.
• 65 CNEL will continue to be mitigation guideline; we need to keep pressure on to change to account for massive increases in A/C
• FAA considers mitigation complete after first offer; no additional future mitigations authorized even if it wears out.
• As more features become available in tracking systems people get better understanding of noise.