

Noise News

Presentation to the LAX/Community Noise Roundtable

May 21, 2025



| Topics

- 1 Status of NEPA in Shifting Regulatory Landscape
- 2 The Air Traffic Noise and Pollution Expert Consensus Act of 2025 (Proposed H.R. 1484)
- 3 Colorado Touch-and-go Lawsuit Dismissed
- 4 FAA Implements Revised Flight Paths at Van Nuys Airport
- 5 FAA Extends Comment Period on Blocked Aircraft Registration Data Proposal



① Status of NEPA in Shifting Regulatory Landscape

- NEPA, as set forth in statute (42 U.S.C. § 4331, et seq.), is still in full effect and federal agencies must still conduct appropriate environmental reviews for federal actions that may impact the environment. The effects of past caselaw that relied on the Council of Environmental Quality (CEQ) regulations is unclear, however.
- While it will take time for new procedures to evolve, agencies are being directed to comply with the statute, to expedite NEPA approvals, and to meet applicable deadlines.
- Stakeholders are encouraged to monitor developments as individual agencies update their respective NEPA implementing procedures.

2 The Air Traffic Noise and Pollution Expert Consensus Act of 2025

- U.S. House of Representatives introduced and referred the Air Traffic Noise and Pollution Expert Consensus Act of 2025 (H.R. 1484) to the House Transportation and Infrastructure Committee
 - Representative Stephen Lynch (D-MA) sponsored the Bill with 17 co-sponsors including one Republican
- Directs the FAA Administrator to work with the National Academies of Sciences, Engineering, and Medicine to report on health impacts of air traffic noise and pollution.
- Emphasizes the need for updated scientific information on health impacts due to the FAA's NextGen program.

3 Colorado Touch-and-Go Lawsuit Dismissed

Plaintiff's Complaint:

Alleged that touch-and-go operations deposit unsafe levels of lead, cause excessive noise, and create health and safety hazards.

- On March 28, Boulder County District Court dismissed a lawsuit filed by the Town of Superior and Boulder County ruling that local regulation of aircraft operations is preempted by federal law.
- The lawsuit sought an injunction against Jefferson County to abate a public nuisance caused by touch-and-go flight training operations at Rocky Mountain Metropolitan Airport.

Airport's Response:

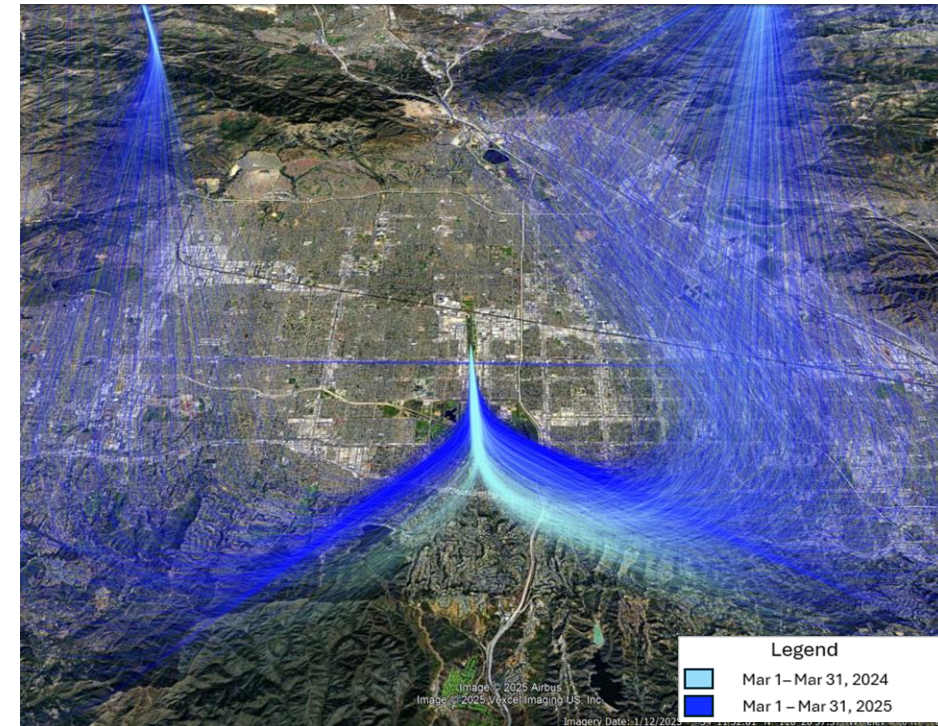
The airport announced a Part 150 Noise Study to assess aircraft noise and identify incompatible land uses. They are forming Focus Groups to gather community insights, with public participation. The sessions will discuss noise concerns and potential mitigation strategies.

4

FAA Implements Revised Flight Procedures at Van Nuys Airport

Revised RNAV departure procedures implemented by the FAA in February 2025 for jets departing VNY, stemming from the Southern San Fernando Valley Airplane Noise Task Force in 2020.

- Task Force established in 2019 to address strong community contention that flight from BUR & VNY began flying further south after the FAA's implementation of the SoCal Metroplex Project in 2017
- Collaborative efforts resulted in 16 Task Force recommendations to address noise issues, including the request for FAA to modify VNY RNAV flight paths to realign with historical pre-FAA Metroplex flight paths (keep the aircraft further north)
- Four-year effort by FAA to revise procedures from feasibility to publication in 2025.
- Preliminary assessment is positive as indicated by drop in the number of residents submitting noise comments (~25%) and drop in the number of comments received (over 60%) for VNY southerly jet departures



FAA Extends Comment Period on Blocked Aircraft Registration Data Proposal

The FAA extended the deadline for public comments on its proposal to withhold certain aircraft registration data from public dissemination

- **Extension:** Comments due on or before June 4, 2025
- **Request for Extension:** Extension requested by several aviation organizations arguing the proposal could disrupt aircraft transaction processes and lacks sufficient information for stakeholders
- **Opposition:** Some airports oppose the proposal, citing the need for registration data to comply with noise ordinances, e.g., Long Beach and John Wayne Airports
- **Community Group Recommendations:**
 - Limit public access to personal contact information while allowing conditional access for authorized parties
 - Require non-personal contact channels for communication
 - Preserve essential public aircraft information
 - Clarify the scope of Section 803 of the FAA Reauthorization Act of 2024
 - Tailor transparency and accountability rules for Advanced Air Mobility operations.



Thank you.

