

Noise News

Presentation to the LAX/Community Noise Roundtable

March 19, 2025



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FAA Noise Policy Review

- On January 14, 2025, the FAA established the Aircraft Noise Advisory Committee (ANAC) pursuant to the FAA Reauthorization Act of 2024
 - Awaiting federal register notice requesting interested participants to apply for membership of ANAC
- The ANAC will:
 - Provide independent advice on aircraft noise exposure and FAA noise policies
 - Submit a report on recommended changes to FAA noise policies by January 14, 2026

**Charter of the Aircraft Noise Advisory Committee
U.S. Department of Transportation**

- 1. Advisory Committee's Official Designation.** Aircraft Noise Advisory Committee (ANAC).
- 2. Authority.** The U.S. Department of Transportation (DOT) established the committee pursuant to section 792, "Aircraft Noise Advisory Committee," of the Federal Aviation Administration (FAA) Reauthorization Act of 2024 (Public Law 118-63). The committee will operate in accordance with the provisions of the Federal Advisory Committee Act (FACA), as amended (5 U.S.C. Ch. 10).
- 3. Objective and Scope of Activities.** The ANAC will provide independent advice and recommendations to the Secretary through the Administrator on issues facing the aviation community related to aircraft noise exposure and existing FAA noise policies and regulations. The ANAC will only undertake tasks assigned to it by the Secretary, the Administrator, or his or her designee.
- 4. Description of Duties.**
 - a. The duties of the ANAC will include:
 - 1) the evaluation of existing research on aircraft noise impacts and annoyance;
 - 2) the assessment of alternative noise metrics that could be used to supplement, modify, or replace the existing Day Night Level standard, in consultation with the National Academies;
 - 3) the evaluation of the current 65-decibel exposure threshold, including the impact to land use compatibility around airports if such threshold was lowered;
 - 4) the evaluation of current noise mitigation strategies and the community engagement efforts by the FAA with respect to changes in airspace utilization, such as the integration of new entrants and usage of performance-based navigation; and
 - 5) other duties determined appropriate by the Administrator.
 - b. Not later than 1 year after the date of establishment of the ANAC, the Committee will submit to the Administrator a report on any recommended changes to current aviation noise policies.
- 5. Agency or Federal Officer Receiving the Advisory Committee's Advice/Recommendations.** The committee will report to the Secretary through the FAA Administrator.
- 6. Support.** FAA Office of Environment and Energy will provide support services for ANAC, including maintaining committee records.
- 7. Estimated Annual Operating Costs and Staff Years.** The estimated annual operating costs (including contractor support and *pro rata* share of salaries, benefits, and travel costs of

AIP Environmental Set-Aside

- FAA Reauthorization Act of 2024 increased funding for the FAA's Airport Improvement Program (AIP) from \$3.35 billion to \$4 billion annually
 - Environmental Set-Aside in jeopardy according to industry lobby organizations, which provides \$150 million in discretionary funds for airport climate, noise and other environmental impacts
 - The Airports Council International - North America (ACI-NA) expressed strong support for full AIP funding, emphasizing the importance of infrastructure investments for airports to serve passengers and local communities effectively
 - U.S. House approved appropriations as described in FAA Reauthorization Act



Potential Ban on Overland SST Flights

Eliminating Ban of Supersonic Flights:

Elon Musk announced Trump administration plans to eliminate regulations that "make no sense," including the FAA's 1973 rule banning supersonic flights over the U.S.

- 14 CFR 91.817 prohibits civil aircraft from exceeding Mach 1 over the U.S. unless certain conditions are met

Impact of Eliminating Ban:

Would not affect International Civil Aviation Organization's (ICAO) ban on supersonic booms reaching the ground, which applies to all 193 member states

- The ICAO's Committee on Aviation Environmental Protection (CAEP) met on February 17-28 to discuss noise standards for new supersonic aircraft.
- The future of NASA's X-59 program is uncertain. Test flights of the X-59 aircraft over select U.S. cities to gather public response have not yet begun.

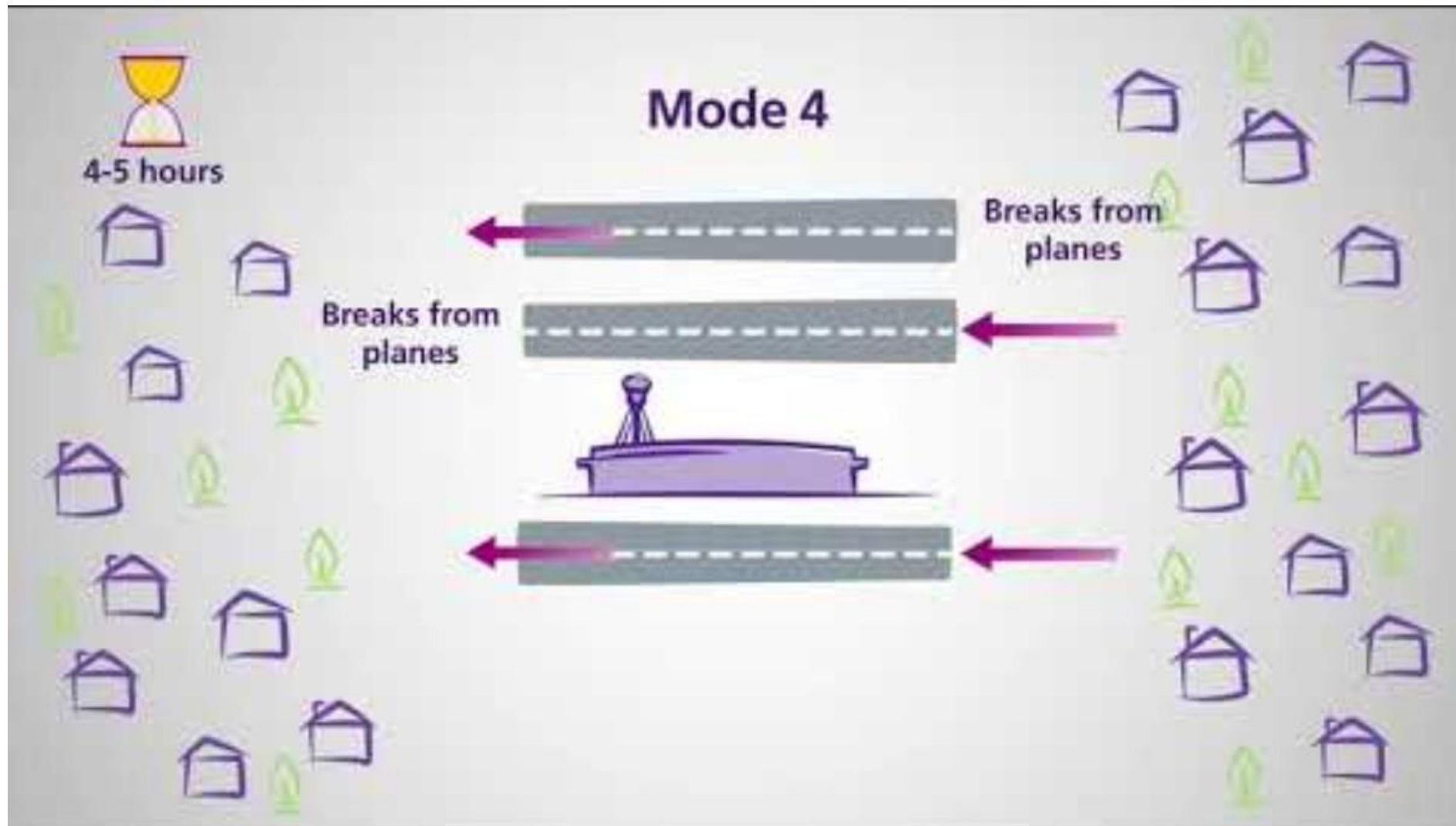
CLT Noise Compatibility Program Update

- On December 9, 2024, the Charlotte City Council approved the CLT Noise Compatibility Program update to submit to the FAA for review and approval, which includes recommendation to disperse departures
- CLT recommended three new noise abatement measures:
 1. Preferential nighttime runway use that takes advantage of runways that have aircraft fly over industrial or transportation areas instead of residential communities
 2. Aircraft engine run-up locations changed to reduce noise in communities
 3. Dispersed departure paths to spread noise from the current concentrated paths



Photo credit: [James Willamor](#)

London Heathrow Respite Program



Artificial Intelligence and Aviation

- European Aviation Safety Agency (EASA) is committed to ensuring that the aviation industry benefits from the potential of integrating artificial intelligence (AI) in its operations
- AI is set to enhance various aviation domains, providing advanced assistance and optimizing processes for safer and more sustainable operations, including but not limited to:
 - Flight Operations
 - Environmental
 - Air Traffic Management
 - Airports



Thank you.

