

Noise News

Presentation to the LAX/Community Noise Roundtable

August 13, 2025

hmmh

| Topics

- 1 Executive Order on Supersonic Flights Over U.S.
- 2 Airports Challenge FAA Grant Policy Changes
- 3 L.A. Group Wants Helicopter CatEx Rescinded
- 4 Fewer Flights and Lower Community Noise



1 Executive Order Ends 53-Year Ban on Supersonic Flights Over U.S.

- President Trump issued an Executive Order on June 6 directing the FAA to:
 - Repeal the overland supersonic flight ban
 - Propose new noise standards by Dec 2025 and finalize them by Dec 2026
- The order aims to:
 - Restore U.S. leadership in high-speed aviation and support innovation
 - Boost prospects for Boom Aerospace's "Overture" aircraft and align with proposed SAM Act
- Legal experts anticipate environmental reviews, public comment periods, and potential litigation
- Regulatory changes will unfold over several years amid evolving international standards



2 Airports Challenge FAA Grant Policy Changes

- **Controversial Policy Shift:** On April 25, 2025, the FAA implemented changes to its Airport Improvement Program (AIP) grant assurances, requiring airport compliance with several Trump administration executive orders related to immigration enforcement, anti-DEI, and LGBTQ+ policies.
- **Airport Opposition:** On May 14, five major airport authorities—San Francisco International, Seattle-Tacoma International, King County International (Boeing Field), Eugene Airport, and Will Rogers World Airport—submitted formal comments asserting the changes are unclear and unlawful.
- **Legal Concerns:** The airports argue that the FAA is improperly extending the reach of executive orders, which legally apply only to federal agencies. They cite legal precedent requiring grant conditions to be accepted “voluntarily and knowingly.”
- **Request for Action:** The airports asked the FAA to:
 - Extend the comment period by 30 days,
 - Clarify the new compliance requirements, and
 - Ensure existing grant agreements are not altered during the review period.
- **Potential Legal Challenge:** King County’s comments, submitted by attorney Peter Kirsch, describe the changes as “arbitrary and capricious” and suggest a legal challenge may be forthcoming if the FAA does not revise or withdraw the modifications.

③ L.A. Group Wants Helicopter CatEx Rescinded

- Los Angeles Area Helicopter Noise Coalition (LAAHNC) supports comments from the Aviation-Impacted Communities Alliance (AICA) to FAA's Environmental Order 1050.1G regarding FAA's categorical exclusions (CATEX), which includes:
 - Request for FAA to rescind CatEx for helicopters, citing excessive noise and low-altitude flying
 - Helicopters often fly below 1,000 ft AGL, ignoring FAA noise abatement advisories
 - Helicopter noise exceeds that of fixed-wing aircraft at similar altitudes
 - Updated FAA metrics show significant noise impact on residential areas
 - Requests removal of CATEX provision B-2.5(h) allowing helicopter/eVTOL routes over major roads without review

Fewer Flights and Lower Community Noise Study Finds

Results from noise monitoring at six airports (SFO, LAX, ORD, JFK, LGA, and EWR) in the United States before, during, and after the COVID-19 Pandemic

- The significant decline in air traffic during the pandemic provided a unique opportunity to examine the relationship between flight numbers and community noise.
- The data show that noise levels near all six airports dropped significantly during periods when flights were reduced due to pandemic restrictions.
- Statistical analysis revealed a clear association: fewer flights resulted in consistently lower noise levels at each airport.
- As air travel resumed post-pandemic, noise levels gradually increased, echoing the pattern of returning flight activity.

Source: MedRxiv, “Fewer flights and lower community noise: Noise monitoring at six airports in the United States before, during, and after the COVID-19 pandemic”, July 25, 2025

Thank you.



the action
ten the