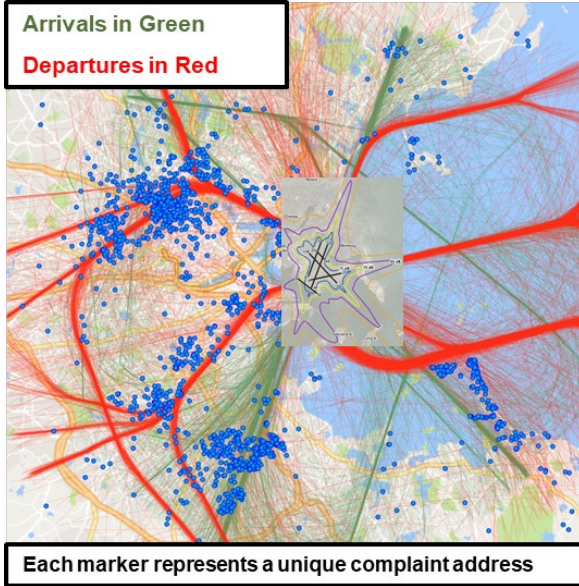




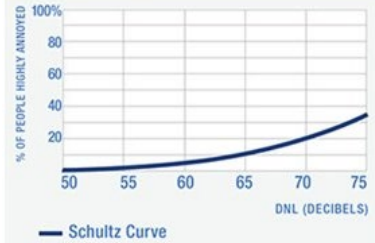
NOISE POLICY REVIEW



THE NOISE PROBLEM: THEN AND NOW



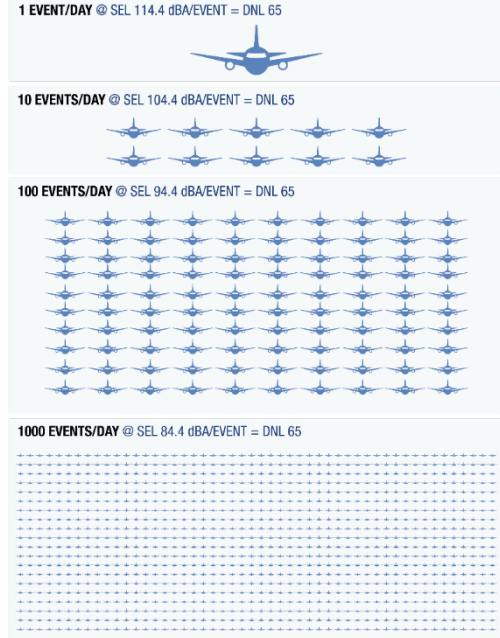
SCHULTZ CURVE



NATIONAL CURVE



EQUIVALENT OPERATIONS FOR DNL = 65

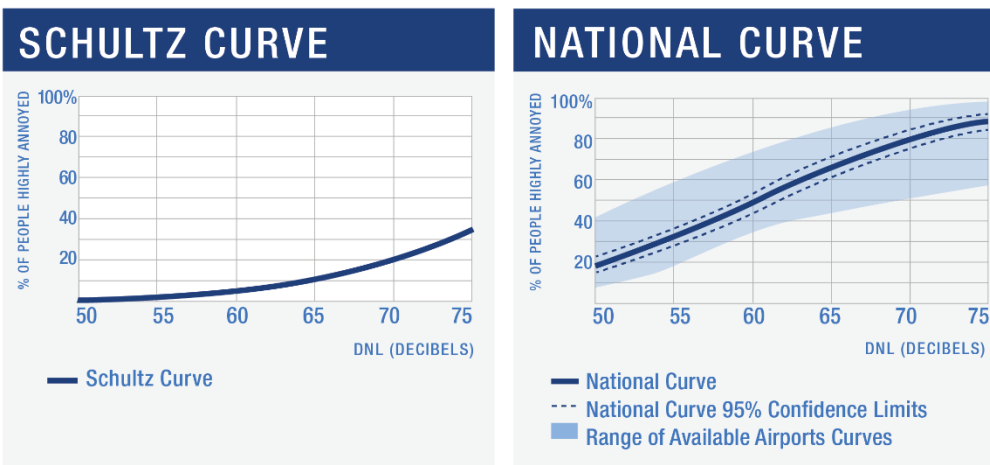


NEIGHBORHOOD ENVIRONMENTAL SURVEY RESULTS



The Neighborhood Environmental Survey results support an observed increase in annoyance from aircraft noise:

- The results show a substantial increase in annoyance for the population living in the vicinity of airports
- The increase in annoyance is generally consistent across various levels of noise exposure



The new Survey was designed to use a consistent approach across each airport community surveyed. This has allowed for an enhanced ability to provide additional statistical information about the new results, such as the 95% Confidence Limits and range of results from each of the 20 airports, as shown on the plot above. This was not possible with the older Schultz Curve.

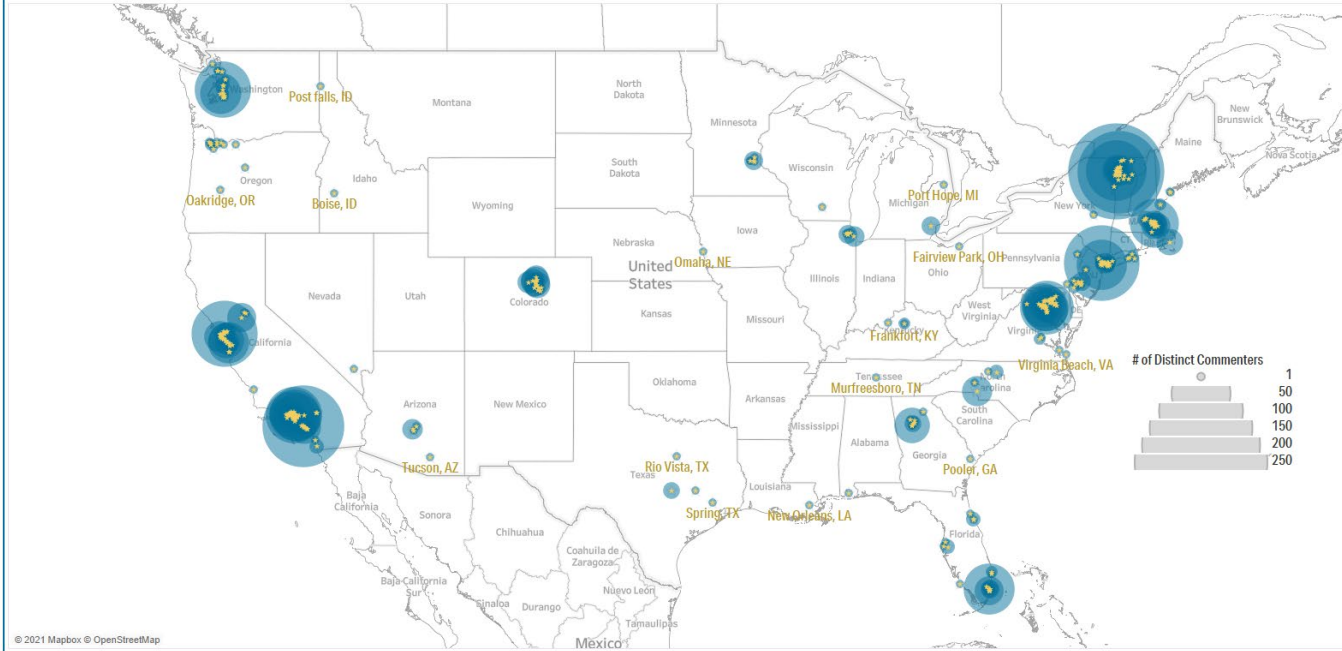
FAA NOISE RESEARCH FRN COMMENTS



Map of Distinct Commenters by City

4,023 Submissions

3,811 Distinct Commenters



Federal Aviation
Administration

FAA NOISE RESEARCH FRN COMMENTS

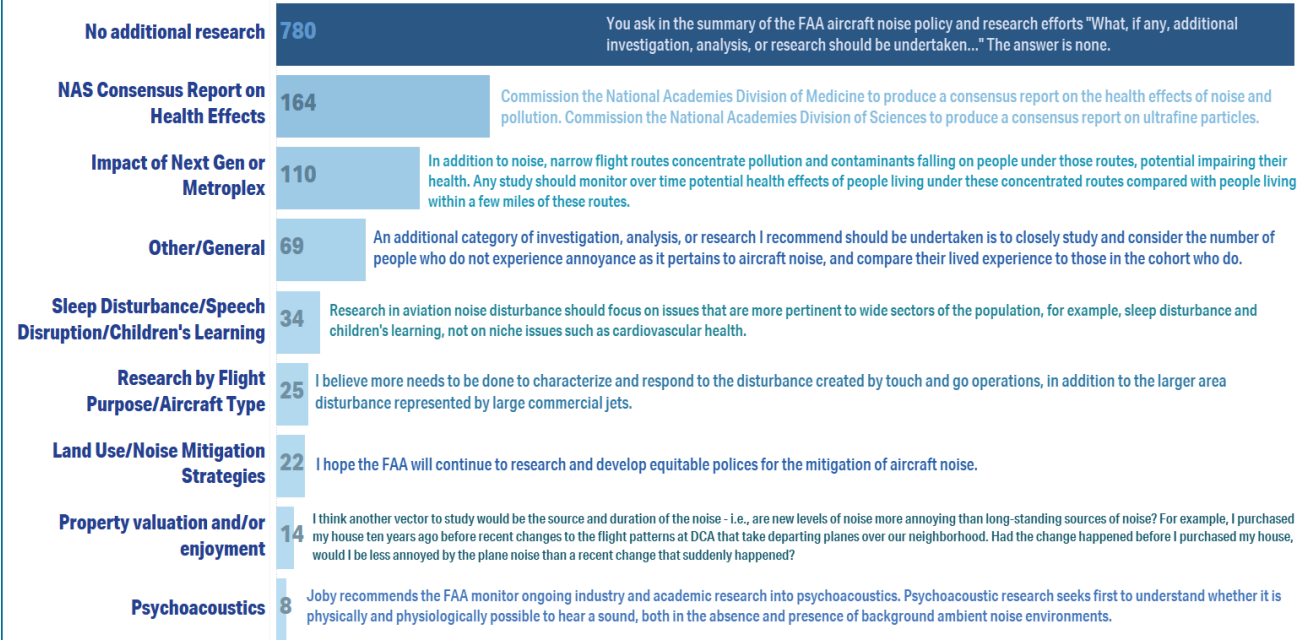


Distribution of Sub-topics for Additional Research (Number of Tags)

1,226 Tags

1,008 Submissions

972 Distinct Commenters

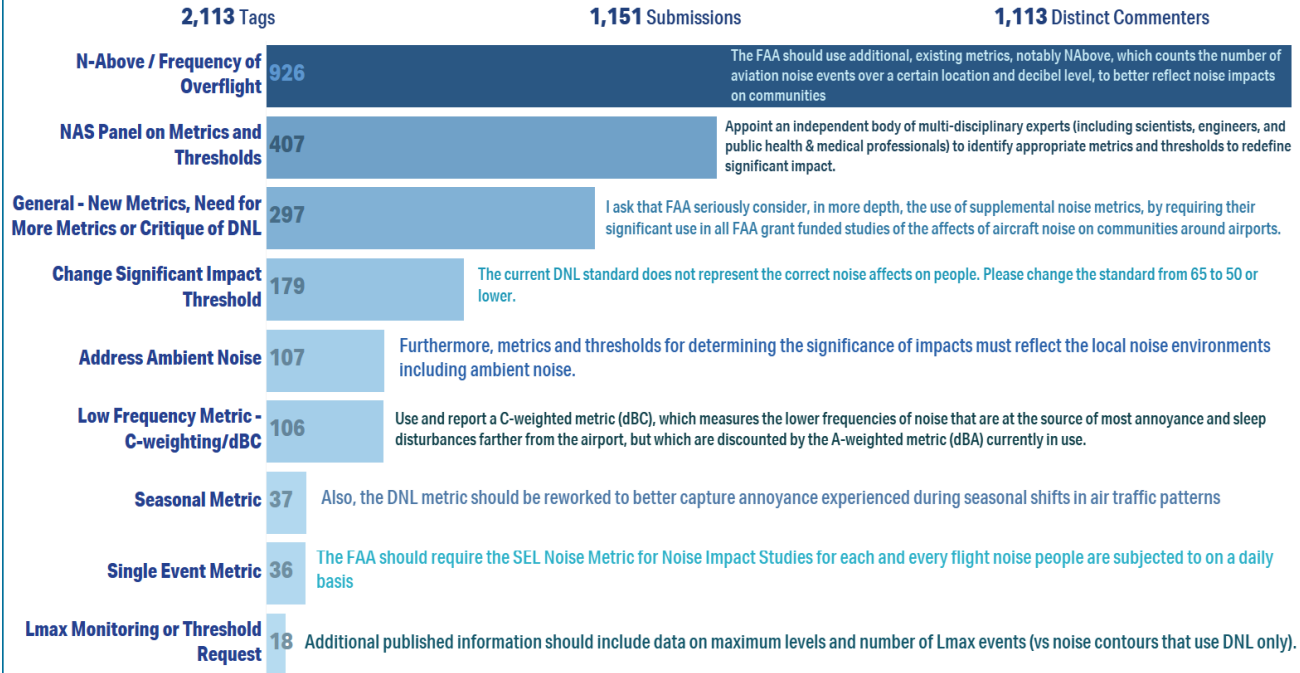


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FAA NOISE RESEARCH FRN COMMENTS



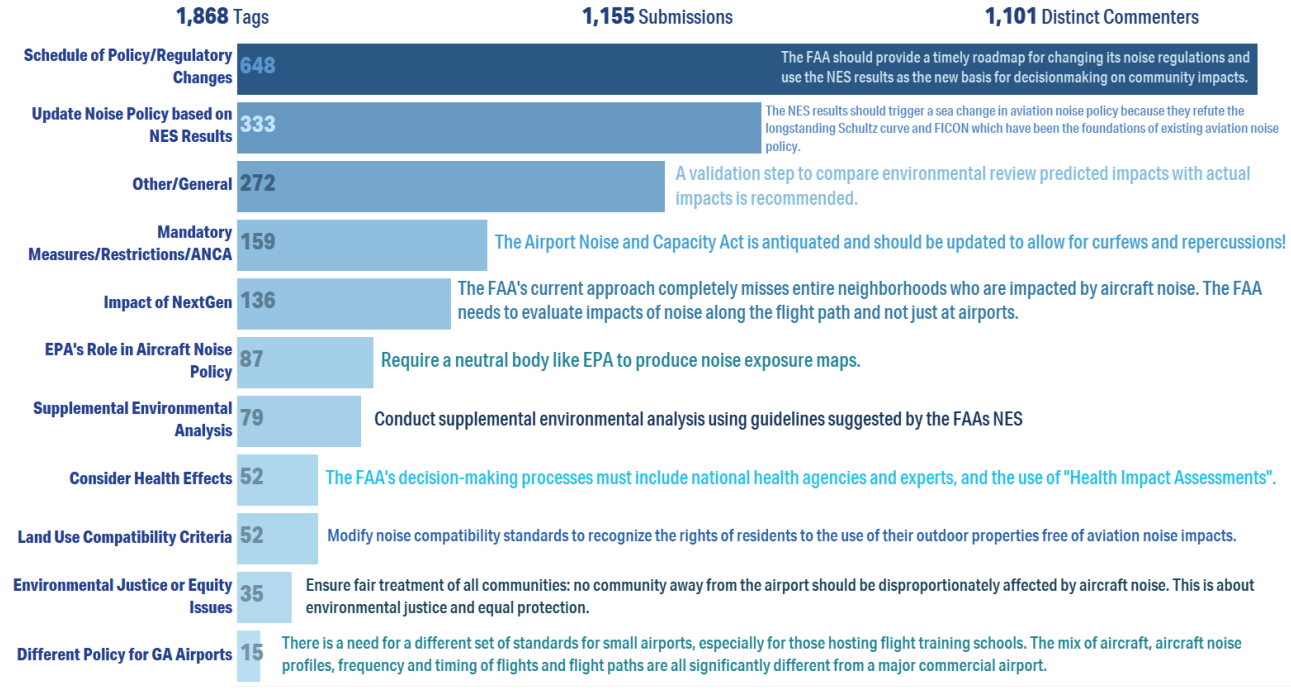
Distribution of Sub-topics for Noise Metrics and Thresholds (Number of Tags)



FAA NOISE RESEARCH FRN COMMENTS



Distribution of Sub-topics for Noise Policy (Number of Tags)



NOISE POLICY REVIEW



- In late 2021, the FAA initiated a review of our noise policy as part of our ongoing commitment to address aircraft noise. This effort will build on our work to advance the scientific understanding of noise impacts as well as the development of analytical tools and technologies.
- It will consider new evidence from the agency's noise research program, including from the Neighborhood Environmental Survey, and the distribution of environmental risks, tradeoffs, or externalities across communities.
- Goals
 - Identify and implement well-reasoned, scientifically-grounded noise policy updates that incorporate FAA's updated understanding of aviation noise and human response and the development of analytical tools and technologies to better manage and reduce the environmental impacts of aviation
 - Conduct an inclusive, transparent, and participatory process that prioritizes input from substantially affected stakeholders, including local communities



SCOPE OF NOISE POLICY REVIEW



- **Focus on foundational elements of FAA's noise policy, including:**
 - **Metrics:** hard look at DNL, consideration of other metrics (e.g., Number Above), and how they are calculated
 - **Noise Thresholds:** Consider NES findings and other research, investigate lowering below DNL 65 dBA the definition of the level of significant noise exposure for actions subject to environmental review requirements and modifying the definitions of the levels of noise exposure that are deemed to be “normally compatible” with airport operations, as set forth in Table 1 of Appendix A to Part 150.
 - For new metrics, consider whether it is appropriate to establish a noise threshold and its potential value



FEDERAL REGISTER NOTICE (FRN)



- Published on May 1, 2023
- 90-day comment period ends July 31, 2023
- Includes a background on FAA Noise Policy
- Request for comments includes 11 questions
- Links to a companion framing paper
- Submit comments to Docket FAA-2023-0855 at regulations.gov



FRAMING PAPER



- Entitled *“The Foundational Elements of the Federal Aviation Administration Civil Aviation Noise Policy: The Noise Measurement System, its Component Noise Metrics, and Noise Thresholds”*
- Intended to be read in parallel with FRN
- Provides additional context and discussion around the 11 questions included in the FRN
- Aimed at providing context for the review and helping stakeholders better understand the questions included in the FRN



UNPACKING POLICY OPTIONS



Should FAA transition away from a noise policy with a single metric comprising the system in favor of an expanded system of metrics?

An expanded system of metrics may consider:

| Vehicle Types | Analysis Purpose | Type of Analysis |
|----------------------|--------------------------|-------------------------|
| Aircraft | Environmental Review | Airfield Changes |
| Helicopters | Land Use Planning | Airspace Changes |
| Rockets | Eligibility Requirements | New Entrants |



UNPACKING POLICY OPTIONS



For example, FAA could review the following metrics that may comprise the system

| Cumulative | Cumulative/ Single Event | Other |
|--|--------------------------------|--|
| Day-Night Average Sound Level (DNL) | Number Above an L_{max} (NA) | FAA seeking feedback None identified at this time |
| Community Noise Equivalent Level (CNEL) | Time Above an L_{max} (TA) | |
| School/Work Hour Equivalent Sound Level (L_{eq}) | L_{max} | |



UNPACKING POLICY OPTIONS



- 1) Revisit the elements of the Day-Night Average Sound Level (DNL) by exploring the methods used for calculating it.
- 2) Examine existing noise thresholds and consider whether to:
 - Retain the current thresholds, with no change.
 - Set noise thresholds for any, some, or all the noise metrics in the system.
 - Change the metric and level used to define the threshold of significance and reportable impacts.
 - Revise the metric and level used to define compatible land use and noise sensitive uses.
- 3) Consider reviewing the noise policy at least once every 3-5 years to determine whether updates or revisions are necessary to respond to new information.



KEY TAKEAWAYS REGARDING FAA POLICYMAKING



Potential Outcomes of Policy Changes

- Possible updates to regulations, orders, guidance, etc.
- Change level of review needed for a given action
- Improve FAA's communication about noise impacts to public

Policy Changes Will Not Affect . . .

- Current/existing aviation noise exposure
- Where/when aircraft currently fly
- Completed or ongoing environmental reviews



ENGAGEMENT



FAA NOISE POLICY REVIEW LANDING PAGE:



- FAA has published a **landing page** for the noise policy review <https://www.faa.gov/noisepolicyreview>
 - Also in [Spanish](#), and Chinese Translation coming soon!
- The landing page will be revised as the noise policy review progresses.
- Landing page content will include:
 - Noise Policy Review information and status;
 - Framing Paper
 - Resources (education materials, videos, FAQs, primary sources, etc.);
 - Links to join virtual webinars; and
 - Link to subscribe to FAA project updates.



NOISE POLICY REVIEW WEBINARS



- FAA held four webinars on various days/times to provide options for attendance across the U.S.
- All webinars were recorded and available on our webpage
- Through the four webinars, we've reached over 2,200 people



FURTHER INFORMATION



Webpage: www.faa.gov/noisepolicyreview

Email: NoisePolicyReview@faa.gov

Phone: 202-269-6999



LIST OF ACRONYMS



- AAD - Average Annual Day
- CNEL – Community Noise Equivalent Level
- dB – Decibel
- dBA – A-weighted decibel
- DNL – Day-Night Average Sound Level
- FRN – Federal Register Notice
- GA – General Aviation
- L_{eq} – Equivalent Sound Level
- L_{max} – Maximum Sound Level
- NA – Number Above
- NAS – National Airspace System
- NEPA – National Environmental Policy Act
- NES – Neighborhood Environmental Survey
- NPR – Noise Policy Review
- SAF – Sustainable Aviation Fuels
- SEL – Sound Exposure Level
- TA – Time Above

