

Noise Abatement

MEETING 21-01

Kent Duffy, FAA/APP-410, [briefed](#) on the presentation of noise abatement information in the Chart Supplements. He explained that currently there is no standard terminology or structure to describe noise abatement information within the Supplements. Because it is difficult for pilots to locate and understand the noise abatement plan for a specific location, they may often not fly the intended noise abatement route or procedure. Kent explained that a project to standardize how noise abatement information is communicated is being led by the FAA Office of Airports and input from stakeholders is being solicited.

Kent described the new separate “Noise” section that will be implemented in the Chart Supplement Airport/Facility Directory airport entries ([slide 4](#)) that will contain all noise related remarks. He explained that this project intends to implement a “Best Practices” guidance document to be used to develop and to revise existing noise abatement remarks to ensure they use consistent terminology and structure. Kent said the group has evaluated the existing 489 noise abatement entries in the Chart Supplement. They focused on consistency, clarity, and the location of the information. The group identified a number of issues to be addressed, including incomplete entries, inconsistent use of terminology or use of outdated nomenclature, incorrect/inconsistent use of abbreviations, lack of reference to published IFPs or graphics in the back of the Chart Supplement, etc. The group developed a set of best practices for moving forward ([slides 8-11](#)).

The team is also defining criteria for when a noise abatement graphic should be published in the back of the Chart Supplement based on the complexity and/or the pilot benefit for visual references. They are also working to determine what information should be included on the graphic. Kent provided examples of existing noise abatement entries and showed how they would change when following the proposed best practices ([slides 14-22](#)).

Bill Tuccio, Garmin, asked whether any human factors testing on these changes has been planned. Kent said that they haven’t planned to do that, but they may when further progress has been made. Bill asked if noise abatement procedures are mandatory or recommended. Kent said the vast majority of procedures are voluntary.

John Moore, Jeppesen, suggested that a formalized feedback mechanism be put into place for stakeholders to provide comments on the revised entries. Kent said he will take that suggestion back to the team.

Lev Prichard, APA, noted noise abatement procedures often do not coordinate with a cleared instrument procedure and for this reason pilots ignore them. He said noise abatement is not a priority for the pilot. Kent agreed that this is a known problem that will have to be considered.

Rich Boll, NBAA, said that some published noise abatement procedures are regulatory and that regulation remains in the Code of Federal Regulations (CFR). Rich asked how the group will ensure they are not counter to the CFR. He asked how they plan to identify those that are regulatory. Kent said they will have to look into the CFR, but that they plan to identify if procedures are voluntary or regulatory.

Scott Jerdan, FAA/AJV-A310, asked how the information will flow from the originator to those who produce the Chart Supplement and other chart producers. He also asked what office will enforce compliance with the wording constraints. Scott said that there needs to be a controlled process for the flow of the data in order to achieve these goals. Jeffrey Lamphier, FAA/AJV-A240, confirmed that the data for the Chart Supplement entry is pulled directly from the National Airspace System Resource (NASR). All submissions must meet the requirements before they are submitted to NASR.

Valerie Watson, FAA/AJV-A250, agreed that current noise abatement remarks are submitted through the Portal inconsistently and that these entries will need to be scrubbed before they are submitted. She suggested that there should be a conduit from the airport manager to another office that will ensure compliance before they are submitted to the Portal for publication. Kent said he understands the problem and they will work on a process for that.

Valerie also suggested that noise abatement procedures need to be sorted based on if they are regulatory, mandatory, or recommended, particularly since the majority of them are recommended. She asked if those that are regulatory or mandatory would be referenced to a published Takeoff or Departure Procedure. Kent responded that he does foresee that as a possibility.

Rich Boll clarified that the noise abatement procedures regulations should not be confused with the Obstacle Departure Procedures (ODPs) and that ODPs are strictly created for obstacle clearance and not for noise.

MEETING 21-02

Kent Duffy, FAA/APP-410, provided a [briefing](#) on noise abatement information contained in the Chart Supplement. He explained his team's plan to standardize noise abatement information in the Chart Supplement so that it can more easily be found and understood by pilots. He said this project intends to implement a best practices guidance document which will be used to develop new noise abatement remarks and to incrementally revise existing noise abatement remarks to ensure they use consistent terminology and structure.

Kent explained that a standardized taxonomy ([slide 6](#)) will be used to apply structure to the noise abatement instructions so they are conveyed to pilots in a repeatable way. The best practices document includes standardization of the following information: terminology and nomenclature, use of abbreviations, times in Zulu, altitudes in Mean Sea Level (MSL), and miles in Nautical Miles (NM).

Redundant and excessive wording will be removed. Kent provided examples of existing noise abatement entries and showed how they would change when following the proposed best practices ([slides 8-13](#)).

Kent then explained more about the content of the best practices document. He said they want it to be a quick reference for airports to follow when drafting noise abatement entries. He said the content has been organized around common themes in noise abatement instructions so that airports can find the FAA-approved scenario that best applies to their situation and build their noise abatement entries around it. His team is briefing various airport organizations and hopes to have a draft of the best practices document ready for review in winter 2022.

Kevin Allen, American Airlines, applauded the work toward standardization, but stated there needs to be community outreach in order for these noise abatement standards to be accepted. Kent agreed and said that his team understands the need for buy-in from the operational community. He said there they are working on an update to Advisory Circular 150, which will speak to the need for collaboration among all partners.

Scott Jerdan, FAA/AJV-A310, said AJV-A's expectation is that the Office of Airports will review all noise abatement instructions before they are submitted to the Aeronautical Information Portal for databasing and publication. Kent agreed and said that is the intent.

Rich Boll, NBAA, asked whether they have determined which noise abatement procedures currently published in the Chart Supplement are regulatory. Rich provided specific examples of older procedures that are regulatory. Kent said his team will research the regulatory aspect and said he will reach out to Rich about the specific cases he referenced after the meeting.

Joshua Fenwick, Garmin, asked whether some of these entries could be moved from the back of the Chart Supplement so they can be found more easily. Kent said he'd defer to AJV-A on the structure of the Chart Supplement and said coordination with AJV-A will be ongoing on the subject.

MEETING 22-01

Kent Duffy, FAA/APP-410, [briefed](#) the FAA's collaborative work on noise abatement information contained in the Chart Supplement. He explained his team's plan to standardize noise abatement remarks in the Chart Supplement so that it can be the primary source for this information. He said the draft best practices document will be out for review this spring. This document will be used by airports to develop new noise abatement remarks and to incrementally revise existing noise abatement remarks to ensure they use consistent terminology and structure. Kent provided an example of an existing noise abatement entry and showed how it would change when following the proposed best practices ([slide 7](#)).

Bennie Hutto, NATCA, asked whether the noise abatement information will apply to voluntary or mandatory procedures. Kent said the vast majority of the operational measures are voluntary. They

intend to use language to make it clear if the noise abatement procedure is mandatory. Bennie also asked whether the noise abatement procedures are evaluated for obstacles. Kent said that new procedures are evaluated but cannot guarantee that for existing entries. He emphasized that the new procedures are only approved if they're safe and if they're voluntary.

Valerie Watson, FAA/AJV-A250, suggested that whether a procedure is voluntary or mandatory should be added to the text of the entry. Kent said that was considered but since 99% of them are voluntary, they felt that would be redundant. He said they are open to more feedback on how to best convey that message once the document comes out for review.

Gary Fiske, FAA/AJV-P310, suggested it should be stated if a noise abatement procedure is VFR only. Air Traffic Control (ATC) needs to know if the noise abatement procedure is expected to be used. If there are IFR components, there is a process that needs to be followed to validate them and inform ATC. Kent said most entries are VFR at a mix of towered and non-towered airports. When the procedure has IFR components, it follows the validation process and ATC is part of the coordination. He said they did receive feedback that it was unclear whether a noise abatement procedure was IFR or VFR and towered or non-towered, so they are trying to ensure the distinction is explicit.

Scott Jerdan, FAA/AJV-A310, said he thinks these noise abatement procedures should first go into the Airport Data and Information Portal (ADIP) before being published in the National Airspace System Resource (NASR). Kent agreed and confirmed airports will input their noise abatement procedures into ADIP. There will then be an initial review to ensure it is viable.

Rich Boll, NBAA, voiced his support for the relocation of noise remarks under the newly-created NOISE header in the Chart Supplement airport entries, providing a consistent location for this information. He then asked if airports were aware of this new effort to standardize noise abatement information. Kent said his office has been in contact with airport associations and it was highlighted in the Advisory Circular 150 that is out for public comment. Rich then asked if hyperlinks could be added to the noise abatement entries in the digital Chart Supplement. He said airports often have good information on their airport websites when they have complex noise abatement procedures and it would be helpful to link that to the Chart Supplement entry. Kent said the goal is for the Chart Supplement itself to be the primary source for all noise abatement information. He said there can also be information published in the Special Notices section for more complex procedures or if a graphic is needed. Rich also said noise abatement information is not very well described in the Aeronautical Information Manual (AIM). He asked if Dan Wacker, FAA/AFS-420, could look at that in the Departure Working Group. Dan suggested Kent could lead that effort and his office would certainly assist. Kent said he will follow up with Dan.

When available, a link to the Noise Abatement Best Practices Document will be provided on the ACM website for comment.