

Aviation and Governance

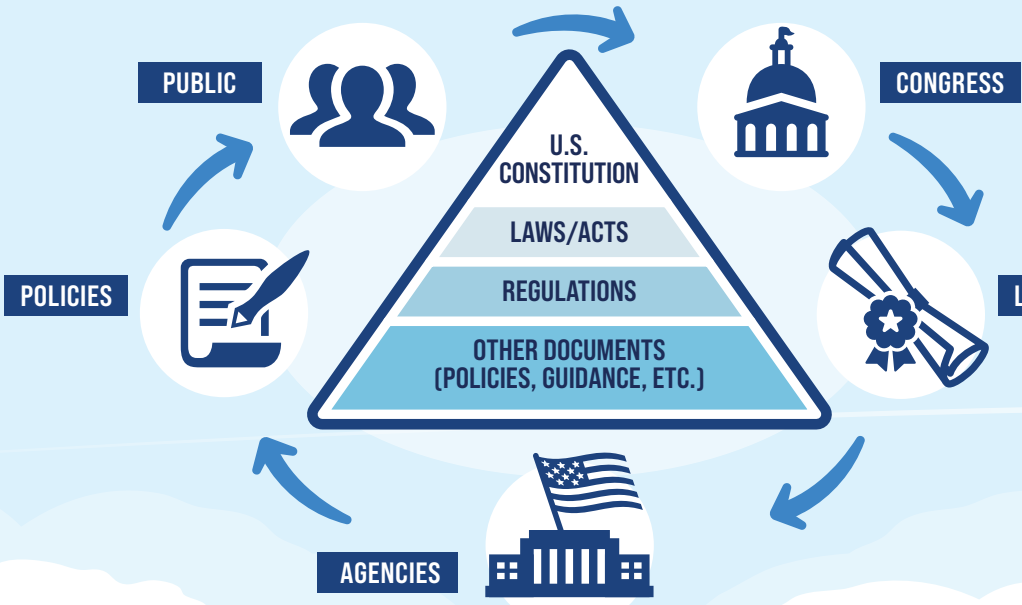
Aviation changed the transportation industry by allowing people and goods to travel farther and faster. Greater demand for air travel and advancements in technology increased the need for industry regulation, and measures that enhance safety on the ground, in the air, and at the source.

Federal laws, regulations, and policies are the building blocks of our national airspace system. The FAA is at the center of all efforts to manage the airspace in a safe, efficient, and environmentally compatible manner.

Congress

Publicly elected officials develop the laws that regulate government operations.

- **Congress** creates federal agencies, like the **FAA**, in response to public need.
- Congress provides oversight of agency operations, functions, and policies, and has the sole authority to enact legislation.



FAA

Regulations lay the foundation for the safest, most efficient airspace system in the world.

- **Federal agencies** implement laws by developing policies found in the **Code of Federal Regulations** (CFR). Title 14 CFR is specific to aeronautics and air transportation, and is overseen by the **FAA** and **NASA**.
- **Federal Aviation Regulations** (FAR) are rules governing all aviation activities in the national airspace. In alignment with Title 14 CFR, FARs are designed to promote safe aviation and provide protection from unnecessary risk.

Laws, Regulations, Policies, and Guidance

Noise mitigation requires the cooperation of *all* aviation stakeholders.



Noise Regulation and Noise Standards

Congress empowered the FAA as the agency responsible for regulating and overseeing aviation safety, and gave it the authority to regulate aviation noise.

Setting a maximum noise level for an individual civil aircraft was the first step in noise mitigation.

Regulation: [FAR Part 36](#) | Responsibility: **Agency/FAA**



Environmental Analysis and Compliance Process

The National Environmental Policy Act (NEPA) was developed to protect the environment from actions involving the Federal government.

This formal process ensures that an environmental analysis is conducted and the public is notified before a major Federal action is taken.

The FAA follows the requirements of NEPA to assess environmental impacts when modifying airspace or navigation procedures within the airspace.

Law: [NEPA](#) | Responsibility: **Congress + Agency/FAA**



Noise Measurement Standards and Compatibility Programs

The Aviation Safety and Noise Abatement Act (ASNA) requires the FAA to establish a single system of measuring noise, and to identify land uses that are not compatible with aircraft noise.

DNL – Day/Night Average Sound Level - became the federal standard for noise measurement and analysis.

Law: [ASNA](#) | Responsibility: **Congress + Agency/FAA**



Application of Noise Standards and Compatibility Programs

In response to the ASNA mandate, the FAA developed FAR Part 150. Part 150 applies the DNL metric to determine noise compatibility with various land uses, including residential.

Regulation: [FAR Part 150](#) | Responsibility: **Congress + Agency/FAA**



Research and Development of Noise Reduction Technologies

The Continuous Lower Energy, Emissions and Noise Program (CLEEN) is the FAA's principal environmental effort to accelerate the development of new aircraft and engine technologies that will reduce noise, emissions, and fuel burn.

CLEEN is a key element in our strategy to achieve environmental protection that allows for aviation growth.

Policy Program: [CLEEN](#) | Responsibility: **Stakeholders + Agency/FAA**



Process for Airport Noise and Access Restriction

The Notice and Approval of Airport Noise and Access Restrictions, Part 161, requires that airport proprietors examine the impacts of a proposed noise or access restriction within an airport noise study area.

The Airport Noise and Capacity Act called for establishment of a national airport noise policy and strengthened the FAA's role in national noise matters.

Under these policies, the FAA cannot limit the number of aircraft in operations out of an airport or set curfews.

Regulation: [FAR Part 161](#) | Responsibility: **Stakeholders**



Continuous Improvement of Aviation Issues and Community Engagement

The FAA Reauthorization Act refers to a periodic process through which Congress develops legislation to renew authorizing statutes as well as revise and update relevant laws governing civil aviation programs.

Reauthorization acts typically set policy and establish various statutory requirements related to pertinent civil aviation issues, including aviation safety, UAS, commercial space, noise, environmental impact, and airspace modernization.

The Reauthorization Act requires the FAA to employ regional ombudsmen and community liaisons to communicate with the public on air traffic issues including noise, pollution, and safety.

Law: [Reauthorization](#) | Responsibility: **Congress + Agency/FAA**

Cooperation



As noise reduction technology matures, the FAA continues to work with the aviation industry and international community to determine if a more stringent noise standard is needed.

Procedures



Metrics for measuring aircraft noise, identifying and mitigating incompatible land use, and phasing out older, noisier aircraft are all a part of FAA mandates, processes, and procedures.

Evolution



Advancements in aviation technology will continue, as will the Agency's ongoing assessment of what that means for the public.