

800 Independence Ave., S.W. Washington, DC 20591

U.S. Department of Transportation Federal Aviation Administration

January 19, 2024

The Honorable Patty Murray Chair, Committee on Appropriations United States Senate Washington, DC 20510

Dear Chair Murray:

I am pleased to provide you with the enclosed report on the Federal Aviation Administration's (FAA) efforts to catalog all FAA programs related to airport, aircraft, and environmental noise. This letter and report are submitted in accordance with the *Community Engagement and Noise* section of House Report 116–452, accompanying the Consolidated Appropriations Act, 2021.

There are numerous programs and efforts across multiple FAA Lines of Business and Staff Offices that address aviation noise. Thus, for the purposes of the report, these programs and efforts are categorized into six areas listed below:

- Noise Compatibility Planning and Environmental Reviews
- Aircraft Noise Certification
- Aircraft Noise Research
- Continuous Lower Energy Emissions and Noise (CLEEN) Program
- Community Outreach
- Noise Policy Review

The enclosed report provides additional details on each of these programs and efforts. The FAA is committed to working with all stakeholders in an inclusive, transparent, and equitable manner to review the civil aircraft noise policies. I hope you will find this letter and report informative.

A similar letter has been sent to the Vice Chair of the Senate Committee on Appropriations and to the Chairwoman and Ranking Member of the House Committee on Appropriations.

Sincerely,

Mowhile

Michael G. Whitaker Administrator



800 Independence Ave., S.W. Washington, DC 20591

U.S. Department of Transportation Federal Aviation Administration

January 19, 2024

The Honorable Susan Collins Vice Chair, Committee on Appropriations United States Senate Washington, DC 20510

Dear Vice Chair Collins:

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U.S. Department of Transportation Federal Aviation Administration

January 19, 2024

The Honorable Kay Granger Chairwoman, Committee on Appropriations U.S. House of Representatives Washington, DC 20515

Dear Chairwoman Granger:

I am pleased to provide you with the enclosed report on the Federal Aviation Administration's (FAA) efforts to catalog all FAA programs related to airport, aircraft, and environmental noise. This letter and report are submitted in accordance with the Community Engagement and Noise section of House Report 116–452, accompanying the Consolidated Appropriations Act, 2021.

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Michael G. Whitaker Administrator



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U.S. Department of Transportation Federal Aviation Administration

January 19, 2024

The Honorable Rosa DeLauro Ranking Member, Committee on Appropriations U.S. House of Representatives Washington, DC 20515

Dear Ranking Member DeLauro:

I am pleased to provide you with the enclosed report on the Federal Aviation Administration's (FAA) efforts to catalog all FAA programs related to airport, aircraft, and environmental noise. This letter and report are submitted in accordance with the Community Engagement and Noise section of House Report 116–452, accompanying the Consolidated Appropriations Act, 2021.

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Sincerely,

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Michael G. Whitaker Administrator



Federal Aviation Administration Office of Environment and Energy

REPORT TO CONGRESS:

Noise Programs Catalog

House Report 116–452 - Consolidated Appropriations Act, 2021 (Pub. L. 116–260)

Table of Contents

1.	Introduction	3
2.	Legislative Reference	3
3.	Noise Compatibility Planning and Environmental Reviews	3
4.	Aircraft Noise Certification	6
5.	Aircraft Noise Research	7
6.	Continuous Lower Energy Emissions and Noise (CLEEN) Program	8
7.	Community Outreach Activities	9
8.	Noise Policy Review (NPR)	11

1. Introduction

House Report 116–452 (pg. 28), accompanying the Consolidated Appropriations Act, 2021 (Pub. L. 116–260), requests that the Federal Aviation Administration (FAA) catalog all programs that address aviation noise and provide a report to the House and Senate Committees on Appropriations within 180 days of enactment of the Act. The information contained within this report fulfills the FAA's response to this requirement through identifying and explaining FAA programs, initiatives, or other efforts for addressing aviation noise.

There are numerous programs and efforts across multiple FAA Lines of Business and Staff Offices that address aviation noise. Thus, for the purposes of this report, these programs and efforts are categorized into six areas listed below:

- Noise Compatibility Planning and Environmental Reviews
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Section 2 of this report discusses the FAA's Noise Compatibility Planning Program and the Environmental Review Process. Section 3 provides an overview of the FAA's aircraft noise certification activities. Section 4 summarizes FAA aircraft noise research activities. Section 5 reviews the FAA's involvement in the Continuous Lower Energy, Emissions, and Noise (CLEEN) Program. Section 6 summarizes the FAA's community outreach initiatives, and Section 7 discusses the FAA's review of its noise policy, respectively.

2. Legislative Reference

The Consolidated Appropriations Act,2021 (Pub. L. 116–260), House Report 116–452 states:

Community Engagement and Noise.—

Not later than 180 days after the date of enactment of this Act, the FAA shall provide a report to the House and Senate Committees on Appropriations cataloguing all FAA programs related to airport, aircraft, and environmental noise.

3. Noise Compatibility Planning and Environmental Reviews

Airports generally identify potential aviation noise impacts through undertaking a Part 150¹ study and through analysis under the National Environmental Policy Act (NEPA). However, aviation

¹ An airport sponsor or operator's participation in the Part 150 Process is *voluntary*.

noise impacts may also be identified when preparing an airport master plan or through receiving citizen complaints.² Typically, FAA involvement in airport noise compatibility planning occurs when an airport sponsor or operator identifies potential impacts from aviation noise resulting in non-compatible land use and develops recommended mitigation measures.

FAA oversees the Noise Compatibly Program pursuant to the Aviation Safety and Noise Abatement Act and 14 CFR Part 150. Title <u>14 CFR Part 150</u> is the implementing regulation that established the process and technical requirements for preparing noise exposure maps (NEM) and noise compatibility programs (NCP), and requirements for public involvement during the noise compatibility process, commonly referred to as the "Part 150 process".

The Part 150 process provides a structured approach for airport sponsors or operators, airlines, pilots, neighboring communities, federal, state, local agencies, and other stakeholders to collaborate on efforts to reduce impacts to people who live in significantly noise-impacted areas. Airports undertake the Part 150 process in two steps: First, they develop and submit NEMs which the FAA reviews and accepts. Next, they develop and submit NCPs, which the FAA reviews and issues a Record of Approval for. During this process airport sponsors or operators:

- Make publicly available the noise condition by publishing NEMs.
- Invite consultation by the public, land use authorities in the 65, 70, and 75 decibel noise contours, and the Federal agencies and aircraft user groups at the airport to review and comment on noise mitigation measures identified and studied.
- Consider options to mitigate the impacts of aviation noise. Mitigation includes but is not limited to land acquisition (buying land or land interests/easements for non-compatible land), building ground run-up barriers or acoustical shielding, sound insulation treatment for eligible structures, and flight procedure development and/or changes.

The average time to complete this two-step Part 150 process ranges from two-to-five years. Once planning is complete, the implementation of mitigation measures outlined in NCPs occurs in phases, over multiple years. For airports with extensive non-compatible land uses, this occurs over decades.

FAA also provides funding to airports for noise compatibility planning efforts through the Airport Improvement Program (AIP), which includes a funding allocation specifically for providing airports financial assistance via grants to undertake noise compatibility planning and to implement mitigation measures. Airports can also seek FAA approval to use Passenger Facility Charge (PFC) revenue for noise compatibility planning and to implement mitigation measures. Typically,

² This occurs multiple ways, including via an airport's noise abatement officer or noise hotline/web portal and when organized groups protest to airports, FAA, or the U.S. or State Congress.

FAA funds land acquisition, buying easements, and sound insulation treatment. As of 2021, over six billion in federal financial assistance via AIP grants and over four billion in PFC revenue has been issued and used, respectively, for airports to undertake noise compatibility planning and implementation of noise mitigation measures associated with the Part 150 process. For more information, refer to the AIP and PFC webpages: <u>https://www.faa.gov/airports/aip</u> and <u>https://www.faa.gov/airports/pfc/</u>.

In addition to noise compatibility planning pursuant to 14 CFR Part 150, measures to mitigate noise may be identified, and subsequently implemented, as a result of environmental reviews conducted pursuant to NEPA and its implementing regulations, 40 CFR Parts 1500–1508. NEPA requires federal agencies to examine the environmental impacts of their proposed actions within the United States and its territories. A NEPA document³ provides an assessment of the potential effects a major federal agencies fully or partially fund, regulate, conduct, or approve. Thus, FAA analyzes the environmental effects associated with its proposed actions and prepares the appropriate NEPA documentation.

During the environmental review process, mitigation measures for significant noise impacts⁴ may be identified and analyzed. Noise mitigation commitments are then documented in a decision document (e.g., a Record of Decision (ROD) associated with an Environmental Impact Statement (EIS) or Finding of No Significant Impact (FONSI)/ROD associated with an Environmental Assessment (EA)). Typical activities or projects undertaken by FAA that require an environmental review include but are not limited to:

³ For the purposes of this explanation, a NEPA document is an environmental assessment or environmental impact statement.

⁴ The Day-Night Average Sound Level (DNL) is the 24-hour average sound level, in decibels, for the period from midnight to midnight, obtained after the addition of ten decibels to sound levels for the periods between midnight and 7 a.m., and between 10 p.m., and midnight, local time. DNL is measured in terms of A-weighted decibles (dBA), which is a logarithmic scale that corresponds to the way our ears interpret sound pressures and most closely approximates the relative loudness of sounds in air as perceived by the human ear.

In FAA policies and procedures for implementing NEPA, FAA exercised its discretion to specify DNL 65 dBA as the "significance threshold" for the noise effects of its actions. FAA further defines a "significant impact" due to noise as any location exposed to noise greater than DNL 65 dBA and experiencing a 1.5 dBA or greater increase in noise due to an action. FAA adoption of DNL 65 dBA in the NEPA significance threshold was based on the "significance" of aviation noise exposure at or above that level, as described in "general guidelines for noise compatibility" and reflected in the Part 150 land use compatibility guidelines. Accordingly, the NEPA significance threshold applies only in noise sensitive areas (e.g., residential, schools, health care facilities). A summary of the FAA's noise policies can be found the document entitled "The Foundational Elements of the Federal Aviation Administration Civil Aviation Noise Policy: The Noise Measurement System, its Component Noise Metrics, and Noise Thresholds" at https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf.

- Air traffic projects led by the FAA's Air Traffic Organization such as approval of airspace changes, aircraft routes, or air traffic procedures including the implementation of Next Generation (NextGen) air traffic technology and infrastructure as well as Performance Based Navigation (PBN).
- Improvement and development projects led by airport sponsors such as improving airport terminals, runways, taxiways, and other related airport infrastructure.
- Approval for space launch and recovery operations and establishment of commercial space launch activities led by the FAA's Commercial Space Transportation Organization.

For more information, refer to FAA policies and procedures for implementing NEPA, FAA Order 1050.1, "Environmental Impacts: Policies and Procedures": https://www.faa.gov/documentLibrary/media/Order/FAA_Order_1050_1F.pdf

4. Aircraft Noise Certification

As part of the FAA's responsibility to control aircraft noise by the regulation of source emissions, the FAA's Office of Policy, International Affairs, and Environment as well as the FAA's Aviation Safety Organization coordinate to manage aircraft noise certification activities as defined under 14 CFR Part 36 (Part 36). Part 36 regulates the maximum noise level that an individual civil aircraft can emit through requiring aircraft to meet certain noise certification standards. These standards designate changes in maximum noise level requirements for transport aircraft and helicopters by "stage" designation. Any aircraft that receives a type certificate in the U.S. needs to also comply with noise certification requirements. The purpose of the noise certification process is to ensure that the latest available safe and airworthy noise reduction technology is incorporated into aircraft design and enables the noise reductions offered by those technologies to be reflected in reductions of noise experienced by communities. As noise reduction technology matures, the FAA works with the international community through the International Civil Aviation Organization (ICAO) <u>Committee on Aviation Environmental Protection (CAEP)</u> embarks on a comprehensive analysis to determine what that new standard should be.

As new entrants enter the National Airspace System (NAS), such as Unmanned Aerial Systems (UAS) and Urban/Advanced Air Mobility (UAM/AAM), the FAA is also working to control and establish noise certification standards for these vehicles. Through the FAA's participation in programs such as the <u>Alliance for System Safety of UAS through Research Excellence</u> (<u>ASSURE</u>) and the <u>Aviation Sustainability Center (ASCENT</u>) as well as working with vehicle manufacturers, the FAA is in the process of measuring the noise emitted by these new vehicles and developing noise certification standards to control source noise emissions. Although UAS and UAM/AAM represent new technologies, the FAA is working rapidly to assess the noise generated by these new entrants and evaluate how noise from these operations may affect communities.

5. Aircraft Noise Research

With the vision of removing environmental constraints on aviation growth by achieving quieter, cleaner, and more efficient air transportation, the FAA has worked closely with a number of industry, academic, and governmental stakeholders to assemble a comprehensive portfolio of research activities (including leveraging research undertaken by others) aimed at guiding investments in scientific studies, analytical tools, and innovative technologies to better understand and manage aircraft noise. Within the FAA, the Office of Policy, International Affairs, and Environment coordinates and manages aircraft noise research with a focus on the following three areas:

- The Effects of Aircraft Noise on Individuals and Communities Research in this area focuses on examining the relationship between aircraft noise and community health, economic, and annoyance concerns. Studies in this area include the effects of aircraft noise on speech interference and children's learning, health and human impacts, economic impacts, and the Neighborhood Environmental Survey (NES)⁵.
- Noise Modeling, Noise Metrics, and Environmental Data Visualization Research in this area focuses on accurately quantifying aircraft noise exposure around airports and throughout the National Airspace System (NAS) through improvements to aircraft noise and environmental modeling applications including the Aviation Environmental Design Tool (AEDT)⁶ as well as updated noise screening and visualization tools.
- Reduction, Abatement, and Mitigation of Aviation Noise Research in this area focuses on developing solutions to reduce aircraft noise at its source, abate noise through operations, and mitigate the effects of noise on communities. Initiatives in this area include public-private partnerships such as the Continuous Lower Energy, Emissions, and Noise (CLEEN) Program, the development of new aircraft flight procedures to take advantage of Performance Based Navigation (PBN) technologies, and investigating new mitigation strategies encouraging responsible land use planning in airport communities and, where appropriate, the application of sound insulation treatments to eligible homes or other noise-sensitive public buildings (e.g., schools or hospitals).

⁵ The NES was a nationwide survey conducted by the FAA regarding annoyance related to aircraft noise. Detailed information regariding the survey may be found at: <u>https://www.airporttech.tc.faa.gov/Products/Airport-Safety-Papers-Publications/Airport-Safety-Detail/ArtMID/3682/ArticleID/2845/Analysis-of-NES</u>

⁶ The Aviation Environmental Design Tool (AEDT), is a model which can quantify the noise, fuel burn and emissions resulting from all aspects of aircraft operations. This tool is designed to model individual studies ranging in scope from a single flight at an airport to scenarios at regional, national, and global scales. Additional information on AEDT can be found at: <u>https://www.faa.gov/about/office_org/headquarters_offices/apl/aee/research/models</u>

Under the FAA's Center of Excellence for Alternative Jet Fuels and Environment, also known as ASCENT, the FAA collaborates with other federal agencies, international stakeholders, and academic research organizations in support of aircraft noise research. ASCENT collaboration members include the FAA, National Aeronautics and Space Administration, the Department of Defense, Transport Canada, and the Environmental Protection Agency. ASCENT consists of a coalition of 16 leading U.S. research universities and over 60 private sector stakeholders committed to reducing the environmental impact of aviation. ASCENT works in partnership with international research programs, federal agencies, and national laboratories to create an all-inclusive research capability to support FAA in meeting its environmental and energy goals, including reducing noise, improving air quality, reducing climate impacts, and increasing energy efficiency. For more information, refer to the ASCENT website: https://ascent.aero///.

As part of guiding the FAA's aircraft noise research initiatives as summarized above, the FAA solicited public input on the agencies research activities including a comprehensive review of the agencies aircraft noise research portfolio in the January 13, 2021, Federal Register Notice (FRN), Overview of FAA Aircraft Noise Policy and Research Efforts: Request for Input on Research Activities to Inform Aircraft Noise Policy. The purpose of the review was to obtain public input on the scope and applicability of the FAA's research initiatives to address aircraft noise and use this input to potentially inform future aircraft noise policy. FAA received over 4,000 comments on the FRN and is using these comments to assist the agency in assessing how resources should be directed in the future to inform research into better understanding and managing the factors underlying concerns from the public regarding aircraft noise exposure. For more information, refer to the FRN website: https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities.

6. Continuous Lower Energy Emissions and Noise (CLEEN) Program

Through the public-private partnership of the <u>Continuous Lower Energy, Emissions, and Noise</u> (<u>CLEEN</u>) <u>Program</u>, the FAA and industry are working together to develop technologies that will enable manufacturers to create aircraft and engines with lower noise and emissions as well as improved fuel efficiency. The technologies being accelerated by the CLEEN Program might otherwise not be pursued by Industry due to the high cost of development and and business case for their use. Government resources help incentivize aviation manufacturers to invest in and develop these technologies. By cost-sharing the development with the FAA, industry is willing to accept the greater cost of development and can better support the business case for this technological development.

In 2010 the FAA initiated the first CLEEN Program, entering into five-year agreements with Boeing, General Electric (GE), Honeywell, Pratt & Whitney (P&W), and Rolls-Royce. These companies matched or exceeded the FAA funding in this cost-sharing program. Building upon the success of the initial CLEEN Program, in 2015 the FAA initiated a follow-on program, CLEEN Phase II, which continued efforts to achieve the CLEEN goals and develop and demonstrate aircraft technology and alternative jet fuels. Under the CLEEN Phase II program, FAA awarded five-year agreements to Aurora Flight Sciences, Boeing, Collins Aerospace, America's Phenix/Delta TechOps/MDS Coating Technologies, General Electric, Honeywell, Pratt & Whitney, and Rolls-Royce.

To receive funding from CLEEN, industry partners need to match or exceed the funds provided by the FAA. Through the first two phases of CLEEN, industry has contributed \$388 million to the CLEEN Program, which has far exceeded the FAA contribution of \$225 million. The CLEEN technologies developed so far are estimated to reduce CO2 emissions equivalent to removing 3 million cars from the road by 2050 and to save the aviation industry 36 billion gallons of fuel. The fuel savings is the equivalent of 11.4 million Boeing 737 flights between New York and Los Angeles.

On September 10, 2021, the FAA announced CLEEN Phase III as a continuation of the program and awarded an additional \$100 million in agreements to General Electric, Honeywell, Pratt & Whitney, Boeing, Collins Aerospace, America's Phenix/Delta TechOps/GKN Aerospace/MDS Coating Technologies, and Rohr Inc., in addition to pursuing agreements with Rolls-Royce and Safran Nacelles. The goal of CLEEN Phase III is to continue to reduce aircraft noise while positioning American aviation towards reaching the goal of net zero emissions by 2050 with the anticipation that technologies developed under Phase III could be introduced into commercial aircraft by 2031. For more information, refer to the CLEEN website:

https://www.faa.gov/about/office_org/headquarters_offices/apl/research/aircraft_technology/cleen

7. Community Outreach Activities

The FAA is committed to inform and involve the public, engage with communities, and give meaningful consideration to community concerns and views as the Agency makes aviation decisions that affect them, especially those related to aircraft noise. To meet these commitments, the FAA conducts a variety of community outreach activities that span the full breadth of the FAA's Lines of Business and Staff Offices. Under NEPA and Council on Environmental Quality regulations, the FAA is required to consider the potential environmental impacts of projects such as those described previously in Section 2 and disclose significant impacts to the public. Depending on the level of environmental review, a certain amount of public involvement may be required. This is often supported by the FAA through a variety of formats which traditionally include:

- Attending or hosting one or multiple public meetings
- Attending or hosting one or multiple public workshops
- Publishing notices in a newspaper and/or online regarding the project
- Providing an opportunity to comment in the Federal Register on the projects draft NEPA document

As a supplement of and in addition to these typical public involvement activities, the FAA also conducts community engagement. Community engagement consists of an umbrella of outreach activities that encompasses not just traditional public meetings and notices, but many recommendations and best practices that encourage both the FAA and external stakeholders to engage early and often with the public on new proposals. Community engagement efforts give the public an opportunity to be informed, become involved, and have their concerns and views considered. The FAA uses its discretion to determine the level of community engagement for a project. For projects where the FAA determines that community engagement is appropriate, enhanced outreach guidelines, such as those defined in the FAA Community Involvement Manual, are applied to engage and seek feedback from the public.

FAA also has dedicated staff in the Office of Policy, International Affairs, and Environment dedicated to community outreach related to noise. This is accomplished through two types of positions with different roles in engaging with the public:

- Aviation Noise Ombudsman The Aviation Noise Ombudsman is a senior executive service position at FAA Headquarters and acts as a liaison with the public on issues regarding aircraft noise. The Aviation Noise Ombudsman is consulted when the Agency proposes changes in aircraft routes to minimize any increases in aircraft noise over populated areas.
- Community Engagement Officers The FAA has established nine Community Engagement Officers that are the main points of contact for the public on all noiserelated issues. Eight of the Community Engagement Officers are designated as "Regional Ombudsman" throughout the nine FAA regions (the Community Engagement Officer based in the Southwest Region also represents the Central Region) and represent their respective FAA Regional Administrators at external meetings and are in the best position to share data, trends, and critical noise information for their respective regions. One Community Engagement Officer is assigned to FAA Headquarters and does not directly support any one FAA region, rather this position supports and promotes FAA's nationwide engagement policy and serves as Team Lead for the FAA's Noise Complaint Initiative (NCI).

The Aviation Noise Ombudsman and Community Engagement Officers play a vital role in ensuring that all noise complaint responses are consistent with regional policy, public statements, and local commitments. They also ensure that FAA policy is shared consistently with the public and all external communications incorporate regional and national insight into noise concerns. Community Engagement Officers also support Community Roundtables throughout the FAA regions by coordinating agendas, logistics, and after-meeting reports. They also coordinate an annual regional strategy for community outreach and information distribution designed to inform stakeholders, congressional staff, and communities on projects that may raise concerns including aircraft noise, PBN implementation, safety, pollution, or changes to the regulations. A final component of the FAA's community outreach activities is the Noise Complaint Initiative (NCI). The FAA launched the NCI in 2014 with the mission to explore ways the agency could enhance community outreach, provide transparency regarding aviation noise issues, and better respond to public noise complaints and inquiries. The NCI Team developed what is now known as the "Noise Portal", a web database to track incoming noise complaints and responses.⁷

Prior to the development and implementation of the Noise Portal, noise complaints were received by different offices within FAA via telephone or written communication. Over the years, each FAA office developed its own process for responding to noise complaints and informally coordinated with other Lines of Business or Staff Offices as needed. However, a national tracking system did not exist and there was not an organized, unified approach to receiving or responding to noise concerns. This not only impeded the agency's ability to respond efficiently and consistently, but it also undermined the FAA's Community Engagement efforts. The establishment of the Noise Portal has improved the FAA's credibility by reducing the amount of time needed to respond to complaints and has improved the agency's ability to engage with the public reliably and openly on complaints related to aircraft noise.

8. Noise Policy Review (NPR)

The Federal Aviation Administration (FAA) has played a lead role both domestically and internationally to carry out research and develop policies to reduce the environmental impacts of aviation. In response to new scientific knowledge and this Administration's focus, FAA has initiated a review of its civil aircraft noise policies. Prior FAA Administrator Dickson committed to conducting this review in a letter to the Congressional Quiet Skies Caucus on May 10, 2021.

On May 1, 2023, the FAA published a Federal Registrar Notice (88 FR 26641)⁸ requesting comments on the FAA's review of the Civil Aviation Noise Policy and implemented an inclusive

⁷ Testing of this online process began in the Eastern Service Area (ESA) in June 2017, the Central Service Area (CSA) in June 2018, and the Western Service Area (WSA) in August 2018. FAA completed its first full year of testing agency-wide in 2019 and the Noise Portal began functioning nationwide on September 30, 2020. The Noise Portal can be found at: https://noise.faa.gov/noise/pages/noise.html

⁸ The FAA Noise Policy Review Federal Register Notice may be found at:

https://www.federalregister.gov/documents/2023/05/01/2023-09113/request-for-comments-on-the-federal-aviationadministrations-review-of-the-civil-aviation-noise

and participatory engagement approach with the public and other stakeholders, which included in-person briefings and virtual webinars. Reference materials explaining the scientific and technical concepts on which the FAA sought the public's input were also developed and made available on the FAA Noise Policy Review webpage.

The focus of the NPR is on reevaluation of the FAA's primary noise metric (e.g., the Day-Night Average Sound Level (DNL)) and noise thresholds (i.e., DNL 65 dB) used to conduct analyses under the National Environmental Policy Act to assess the significance of a proposed action's noise impacts. The reevaluation will focus on and expand upon the FAA's existing policies as it relates to noise metrics and significance thresholds. The reevaluation would also apply to commercial space and new entrants but may not address unique considerations that are still being researched. At the conclusion of the NPR, the FAA intends to have a flexible noise policy framework that can consider additional data on a continual basis.

This effort is focused on reviewing the FAA's aircraft noise policy, increasing understanding of the policy, identifying potential changes to elements of the noise policy (metrics and thresholds), and facilitating coordination to share information, knowledge, and expertise. Policy review discussions are focused on:

- Developing policy options;
- Communicating policy options with stakeholders to seek substantive and meaningful feedback;
- Incorporating feedback into the development of recommended changes to FAA's noise policy;
- Communicating approved recommendations to stakeholders;
- Implementing recommended changes, as appropriate (e.g., FAA guidance, regulations, policy)

FAA's NPR will provide an opportunity to review and consider updates to the Agency's longstanding civil aviation noise policy in response to recent research findings that advance environmental protection, as well as position the Agency to make further updates as ongoing research matures and provide flexibility to address new entrants.