

Update on FAA Reauthorization (HR302) Sections Related to Aircraft Noise

Presented to: Massport CAC

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Federal Aviation
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HR302 Sections

- Sec 173 – Alternative Airplane Noise Metric Valuation
- Sec 175 – Addressing Community Noise Concerns
- Sec 179 – Airport Noise Mitigation and Safety Study
- Sec 180 – Regional Ombudsman
- Sec 186 – Stage 3 Aircraft Study (not covered)
- Sec 187 – Aircraft Noise Exposure
- Sec 188 – Study Regarding Day-Night Average Sound Levels
- Sec 189 – Study on Potential Health and Economic Impacts of Overflight Noise
- Sec 190 – Environmental Mitigation Pilot Program (not covered)
- Sec 742 – Technology Review
- Sec 743 – CLEEN Aircraft and Engine Program



HR 302 § 173, 188 and 187

- **Sec. 173** – Alternative airplane noise metric evaluation
- **Sec. 188** – Study regarding day-night average sound levels
 - Provisions related. There was not an “ongoing” evaluation of alternative metrics. Anticipate timely completion.
- **Sec. 187** – Aircraft noise exposure
 - Within 2 years conclude ongoing review of relationship between aircraft noise exposure and effects on communities around airports. Include any appropriate preliminary recommendations for land use compatibility revisions.



HR 302 § 175 and 179

- **Sec. 175** – Addressing community noise concerns (“dispersal headings or other lateral track variations...”)
- **Sec. 179** – Airport noise mitigation and safety study (“approach and takeoff speeds...”)
- Have grant in place with MIT to conduct research for Section 179. Ongoing MIT efforts have been useful to FAA discussions on Section 175. Anticipate timely completion.



HR 302 § 189: Study on Potential Health and Economic Impacts of Overflight Noise

- **Focus Areas**

- Incremental health impacts attributable to aircraft noise exposure, including sleep disturbance and elevated blood pressure
- Incremental health impacts on residents living underneath flight paths <10,000'
- Assess the relationship between a perceived increase in aircraft noise... and an actual increase in aircraft noise...
- Consider the economic harm or benefit to businesses located underneath flight paths <10,000'

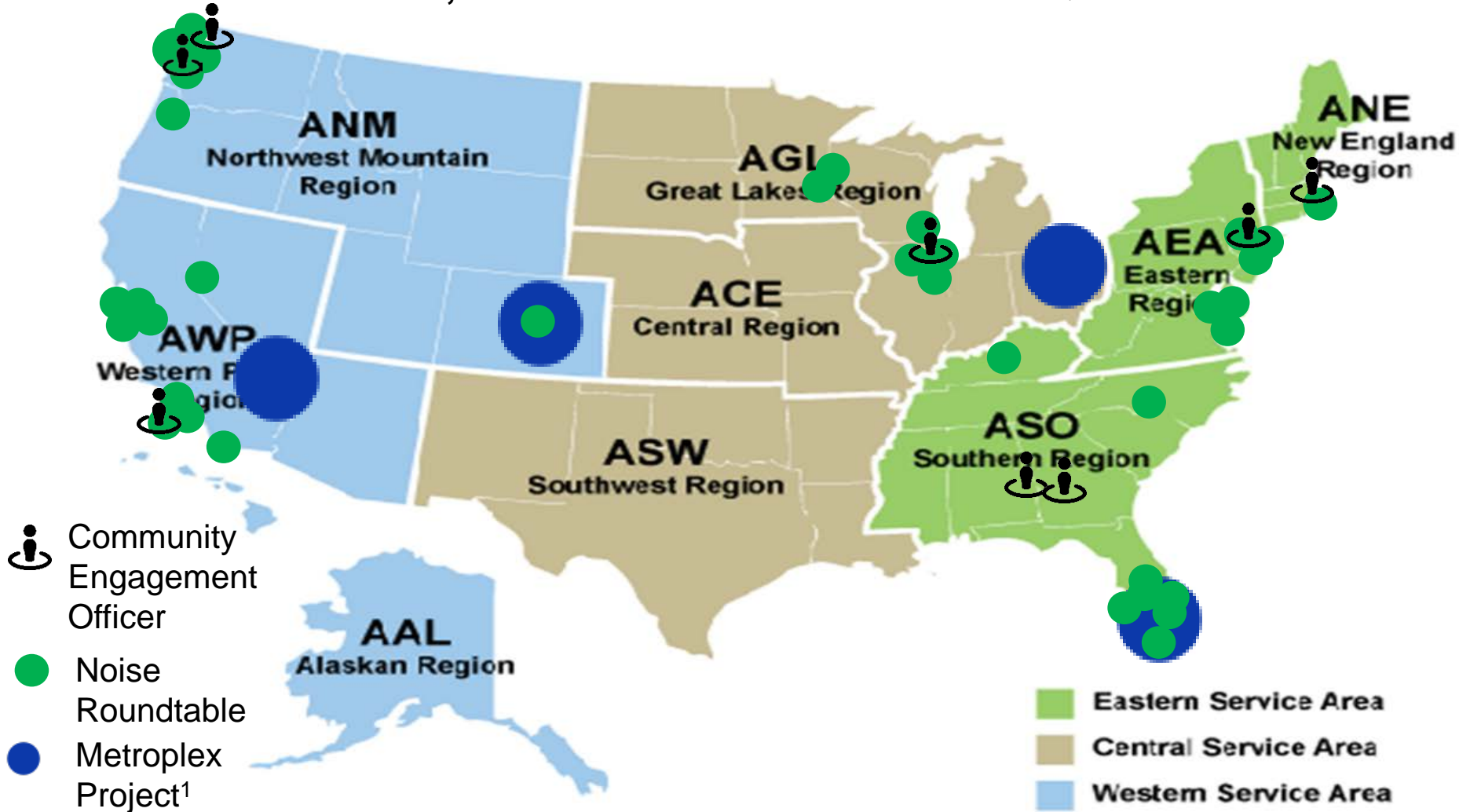
- **Timeline: 3 years**

- **This will build on work done by Boston University over last several years in ASCENT Project 3**



HR 302 § 180: Regional Ombudsmen

- 8 new noise officers strategically located throughout the United States
- Function as a team, coordinated and led from FAA HQ.



¹Current Metroplex project

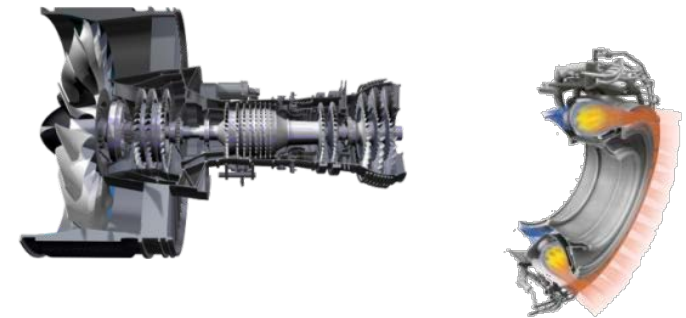


HR 302 § 742 and 743

Continuous Lower Energy, Emissions & Noise (CLEEN)

- FAA led public-private partnership with 100% cost share from industry
- Reducing fuel burn, emissions and noise via aircraft and engine technologies and alternative jet fuels
- Conducting ground and/or flight test demonstrations to accelerate maturation of certifiable aircraft and engine technologies

	Phase I	Phase II	Phase III*
Time Frame	2010-2015	2016-2020	2021-2025
FAA Budget	~\$125M	~\$100M	TBD
Noise Reduction Goal	25 dB cumulative noise reduction cumulative to Stage 5 and/or reduces community noise exposure (new goal for Phase III)		
NO _x Emissions Reduction Goal	60% landing/take-off NO _x emissions	75% landing/take-off NO _x emissions (-70% re: CAEP/8)	
Fuel Burn Goal	33% reduction	40% reduction	-20% re: CAEP/10 Std.
Entry into Service	2018	2026	2031
*Notional			



For more information on CLEEN program: <http://www.faa.gov/go/cleem>

CLEEN III Industry Day: <https://faaco.faa.gov/index.cfm/announcement/view/32134>

CLEEN III Solicitation: <https://faaco.faa.gov/index.cfm/announcement/view/31885>



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Questions & Discussion

