

**FAA Reauthorization Act of 2018 Relevant Noise Provisions
(checkmark represents Federal Working Group priorities)**

- ✓ **Sec. 173, which sets a one-year deadline for the FAA to complete the ongoing evaluation of alternative metrics to the current DNL 65 standard. [Must be completed by 10/5/19]**
- ✓ **Sec. 187, which sets a two-year deadline to complete the ongoing evaluation of alternative metrics to the current Day Night Level (DNL) 65 standard AND provide initial recommendations of proposed changes based on the findings. [Must be completed by 10/5/20]**
- ✓ **Sec. 188, which would evaluate alternative metrics to the current average day-night level standard, such as the use of actual noise sampling and other methods, to address community airplane noise concerns. [Must be completed by 10/5/19]**
- ✓ **Sec. 189, which would study the health impacts of noise from aircraft flights on residents in the metropolitan areas of Boston, Chicago, DC, New York, Northern California, Phoenix, Southern California and Seattle. [Must be started by 4/5/19]**
- ✓ **Sec. 190, which would create a pilot grant program involving not more than 6 projects at airports for environmental mitigation projects that will measurably reduce or mitigate aviation impacts on noise, air quality, or water quality at the airport or within 5 miles of the airport. [No timeline designated for enactment; the pilot program “shall terminate 5 years after the Secretary makes the first grant”.]**

IN PROCESS:

- **Sec. 180, which would create a Regional Ombudsman for each FAA region to serve as a regional liaison with the public, including community groups, on issues regarding aircraft noise, pollution, and safety. [Must be completed by 10/5/19]**

OTHER:

- **Sec. 174, which requires an airport to submit a revised noise exposure map if a change in operation would establish a substantial new noncompatible use, or would significantly reduce noise over existing noncompatible uses. [Ongoing, no specific deliverable timeline]**
- **Sec. 175, which requires the FAA to “consider the feasibility of dispersal headings or other lateral track variations” when proposing a new area navigation departure procedure or amending an existing procedure that would direct aircraft between the surface and 6,000 feet above ground level over noise sensitive areas. [Ongoing, no specific deliverable timeline]**
- **Sec. 179, which would study the relationship between jet aircraft approach and takeoff speeds and corresponding noise impacts on communities surrounding airports. [Must be started by 10/5/19 and completed by 10/5/20]**
- **Sec. 186, which would initiate a review of the potential benefits, costs, and other impacts that would result from a phaseout of covered stage 3 aircraft. [Must be started by 4/5/19 and completed by 4/5/20]**

2019 Federal Noise Legislation

- ✓ **The Protecting Airport Communities from Particle Emissions Act (Smith-WA)**, which would direct the FAA to report on ultrafine particles and their health impacts for communities around the 20 largest U.S. airports. The study would also analyze the potential impacts of mitigation options, emissions reductions, and the increased use of aviation biofuels.

- ✓ **Air Traffic Noise and Pollution Expert Consensus Act (Lynch-MA)**, which would direct the FAA to enter into appropriate arrangements with the National Academies of Sciences, Engineering, and Medicine to provide for a report on the health impacts of air traffic noise and pollution.

OTHER ISSUES FOR CONSIDERATION:

- Secondary noise insulation packages
- 65 DNL noise contour
- Flexibility for airports/local communities to address specific impacts
- Increased funding for existing federal noise programs
- Incentivizing alternative transportation options