

# Airport Noise Report



Volume 35, Number 21

June 16, 2023

## FAA Reauthorization

### HOUSE T&I COMMITTEE UNANIMOUSLY PASSES FAA BILL; SENATE COMMITTEE TO ACT SOON

In swift action this week, the House Transportation and Infrastructure Committee unanimously approved bipartisan legislation to reauthorize the programs of the FAA for five years (FY 2024 – FY 2028). The Senate Commerce Committee is expected to approve its FAA reauthorization bill (S. 1939) later today or next week.

The sweeping bills include provisions addressing FAA's aircraft noise policy, airport-community engagement on noise issues, and noise metrics.

The House and Senate committee bills to reauthorize the FAA would provide \$20 billion over five years (\$4 billion each fiscal year) for airport planning and development and noise compatibility planning and programs. The House bill would also create a minimum level of funding of \$150 million for airport noise and environmental programs within the Airport Improvement Program (AIP).

By a unanimous vote of 63-0 on June 14, the House T&I Committee approved H.R. 3935, the *Securing Growth and Robust Leadership in American Aviation Act*, which includes a separate section (Title IV, Subtitle C) on Noise and Environmental Programs and Streamlining.

The House bill was introduced only five days earlier on June 9 by T&I Committee Chairman Sam Graves (R-MO), T&I Committee Ranking Member Rick Larsen (D-WA), Aviation Subcommittee Chairman Garret Graves (R-LA), and Aviation Subcommittee Ranking Member Steve Cohen (D-TN). They said it has significant support from aviation industry associations and stakeholders.

In a statement on the Committee's website, the American Association of Airport Executives (AAAE) and the Airports Council International – North America (ACI-NA) said they "are grateful to the bipartisan leadership of the Transportation Committee for their hard work in putting together important FAA reauthorization legislation that would result in additional investment in airports, make important programmatic reforms, and provide much needed certainty to airports and the aviation system over the next, critical five years. Airports in communities across the country would benefit from many of the provisions included in the *Securing Growth and Robust Leadership in American Aviation Act*, and we look forward to offering our support as the bill moves through the legislative process."

### Communities Disappointed with Legislation

But the Aviation Impacted Communities Alliance (AICA), which represents 72 local, state, and national grassroots groups nationwide, called the legislation "a disappointment" and said communities were not given enough time to suggest changes to the draft bills.

They told the leaders of the House T&I Committee and the Senate Commerce Committee in a June 15 letter that the FAA reauthorization legislation "vastly overweighs the benefits to the aviation industry, it does not protect communities or the environment from the harmful impacts of aviation, and it fails to deliver a National Aviation System that works for all.

### In This Issue...

**FAA Reauthorization ...** The House T&I Committee unanimously approves bipartisan legislation to reauthorize the programs of the FAA for the next five fiscal years. The Senate Commerce Committee is expected to pass its FAA reauthorization bill by next week.

The House bill would require the FAA to establish an "airport community of interest task force" to evaluate and improve ways to engage communities on noise issues. It also would require the FAA to establish a Community Collaboration Program within the FAA Office for Policy, Int'l Affairs, and Environment, and to enter into an agreement with the National Academies to conduct a third party study of aviation noise metrics.

The Senate bill would require FAA to establish an Aircraft Noise Advisory Committee to advise the FAA Administrator on issues facing aviation noise-impacted communities - p. 85

## ***FAA Reauthorization, from p. 85***

“An inadequate amount of time (three days for the House bill and 13.5 hours for the Senate bill) was given for those negatively impacted by aviation noise and pollution to (1) know that the draft was released; (2) read the 700+ and 400+ documents; (3) organize their requests for changes and additions; and (4) contact and convince their Congressionals or a Transportation Committee member to submit amendments.

“The House released its draft version on June 9, 2023, with Transportation committee members amendments required one day before the first hearing, i.e., in less than three days including the weekend. An even tighter schedule was used in the Senate with a release of its draft the evening of June 12, 2023, with amendments due two days before its hearing (unbeknownst to us), i.e., in less than fourteen mostly overnight hours the next day.”

The AICA told the House and Senate committee leaders that their letter “provides the perspective of directly and substantially affected communities that is not included in the T&I press release of June 12, 2023.

The AICA letter details community concerns about specific noise provisions in the House and Senate bills. It is attached to the email with this week’s issue of ANR.

### **Noise Provisions in House Bill**

Following is a summary of the major provisions in the House bill that address aircraft noise. The House considered over 100 amendments to its bill in a mark-up held Wednesday and Thursday (June 14-15). ANR will report on any aircraft noise-related amendments that were added to the bill in next week’s issue.

Subtitle C of Title IV, “Noise and Environmental Programs and Streamlining,” includes the following noise-related provisions as well as a provision requiring the study of ultra-fine particulate matter (UFP) in communities around airports:

#### **SEC. 476. PART 150 NOISE STANDARDS UPDATE**

This section would require that within one year of passage of this Act, the FAA Administrator review and revise part 150 of title 14, Code of Federal Regulations (CFR) to reflect all relevant laws and regulations, including part 161 of title 14 CFR.

As part of this review, the FAA Administrator “shall clarify existing and future noise policies and standards and seek feedback from airports, airport users, and individuals living in the vicinity of airports before implementing any changes to any noise policies or standards.”

The FAA Administrator would be required to brief the House T&I Committee, and the Senate Commerce Committee on the status of these requirement within 90 days of enactment of this Act and every six months thereafter through Sept. 30, 2028 (the end of FY 2028).

FAA’s Part 150 FAA regulations establish a voluntary

program under which airport operators can conduct an airport noise compatibility study that analyzes noise exposure associated with airport operations, identifies land uses that are compatible with specified noise levels, and recommends a program of alternatives for mitigating these impacts or eliminating incompatible land uses.

A study done under Part 161 (Notice and Approval of Airport Noise and Access Restrictions) is a comprehensive technical and legal analysis that airports must perform when proposing any noise or operational access restrictions on aircraft at an airport.

#### **SEC. 477. REDUCING COMMUNITY AIRCRAFT NOISE EXPOSURE**

This section states that when implementing or revising a flight procedure, the Administrator of the FAA shall seek to take the following actions (to the extent that such actions do not negatively affect aviation safety or efficiency) to reduce undesirable aircraft noise:

(1) Implement flight procedures that can mitigate the impact of aircraft noise.

(2) Work with airport sponsors and potentially impacted neighboring communities in establishing or modifying aircraft arrival and departure routes.

(3) Discourage local encroachment of residential or other buildings near airports that could create future aircraft noise complaints or impact airport operations or aviation safety.

#### **SEC. 478. CATEGORICAL EXCLUSIONS**

This section states the following:

(a) **CATEGORICAL EXCLUSION FOR PROJECTS OF LIMITED FEDERAL ASSISTANCE**—An action by the Administrator of the Federal Aviation Administration to approve, permit, finance, or otherwise authorize any airport project that is undertaken by the sponsor, owner, or operator of a public-use airport shall be presumed to be covered by a categorical exclusion under Federal Aviation Administration Order 1050.1F, or any successor document, if such project—

(1) receives less than \$6,000,000 (as adjusted annually by the Administrator to reflect any increases in the Consumer Price Index prepared by the Department of Labor) of Federal funds or funds from charges collected under section 40117 of title 49, United States Code; or

(2) with a total estimated cost of not more than \$35,000,000 (as adjusted annually by the Administrator to reflect any increases in the Consumer Price Index prepared by the Department of Labor) and Federal funds comprising less than 15 percent of the total estimated project cost.

(b) **CATEGORICAL EXCLUSION IN EMERGENCIES**.—

An action by the Administrator to approve, permit, finance, or otherwise authorize an airport project that is under-

taken by the sponsor, owner, or operator of a public use airport shall be presumed to be covered by a categorical exclusion under Federal Aviation Administration Order 1050.1F, or any successor document, if such project is—

(1) for the repair or reconstruction of any airport facility, runway, taxiway, or similar structure that is in operation or under construction when damaged by an emergency declared by the Governor of the State and concurred in by the Administrator, or for a disaster or emergency declared by the President pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.);

(2) in the same location with the same capacity, dimensions, and design as the original airport facility, runway, taxiway, or similar structure as before the declaration described in this section; and

(3) commenced within a 2-year period beginning on the date of a declaration described in this section.

(c) **EXTRAORDINARY CIRCUMSTANCES.** — The presumption that an action is covered by a categorical exclusion shall not apply if the Administrator determines that extraordinary circumstances exist with respect to such action.

#### **SEC. 481. RECOMMENDATIONS ON REDUCING ROTORCRAFT NOISE IN DISTRICT OF COLUMBIA**

This section states that the Comptroller General of the United States shall conduct a study on reducing rotorcraft noise in the District of Columbia.

The study shall consider—

(1) the extent to which military operators consider operating over unpopulated areas outside of the District of Columbia for training missions;

(2) the extent to which vehicles or aircraft other than conventional rotorcraft (such as unmanned aircraft) could be used for emergency and law enforcement response; and

(3) the extent to which relevant operators and entities have assessed and addressed, as appropriate, the noise impacts of various factors of operating rotorcraft, including, at a minimum— altitude; the number of flights; flight paths; time of day of flights; types of aircraft; operating procedures; and pilot training.

Not later than one year after the date of enactment of this Act, the Comptroller General of the United States shall brief the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on preliminary observations with a report to follow at a date agreed upon at the time of the briefing containing—the contents of the study and any recom-

mendations for the reduction of rotorcraft noise in the District of Columbia.

#### **SEC. 482. UFP STUDY**

Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall enter into an agreement with the National Academies under which the National Research Council shall carry out a study examining airborne ultrafine particles and the effect of such particles on human health.

The study conducted under subsection (a) shall—

(1) summarize the relevant literature and studies done on airborne UFPs worldwide;

(2) focus on large hub airports;

(3) examine airborne UFPs and their potential effect on human health, including:

- characteristics of UFPs present in the air;
- spatial and temporal distributions of UFP concentrations;

- primary sources of UFPs;

- the contribution of aircraft and airport operations to the distribution of UFP concentrations compared to other sources;

- potential health effects associated with elevated UFP exposures, including outcomes related to cardiovascular disease, respiratory infection and disease, degradation of neurocognitive functions, and other health effects; and

- potential UFP exposures, especially to susceptible groups;

- identify measures intended to reduce the release of UFPs; and

- identify information gaps related to understanding potential relationships between UFP exposures and health effects, contributions of aviation-related emissions to UFP exposures, and the effectiveness of mitigation measures.

The Administrator may coordinate with the heads of such other agencies that the Administrator considers appropriate to provide data and other assistance necessary for the study.

Not later than 180 days after the National Research Council submits the results of the study to the Administrator, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing the results of the study, including any recommendations based on such study.

### SEC. 483. AVIATION AND AIRPORT COMMUNITY ENGAGEMENT

Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall establish an airport community of interest task force to evaluate and improve existing processes and mechanisms for engaging communities impacted by airport development and aviation operations.

The Task Force shall—

(A) review research on aircraft noise impacts to identify potential actions the Administrator could take;

(B) review processes and practices of the Administration for engaging communities prior to or after air traffic pattern changes that impact such communities, including with how such processes and practices compare to best practices from organizations with expertise in grass-roots community organizing and collaboration;

(C) assess Federal efforts to mitigate noise impacts on communities, including costs and benefits of such efforts;

(D) assess the various actions that State and local government officials and community planners could take when considering changes to airport infrastructure, including planned airport projects or surrounding airport community developments;

(E) identify potential improvements to Federal, State, and local airport development policy and planning processes to better balance which communities experience negative externalities as a result of airport operations;

(F) consider guidance to airports and airport communities to improve engagement with the Administration, as recommended by the document titled “Aircraft Noise: FAA Could Improve Outreach Through Enhanced Noise Metrics, Communication, and Support to Communities”, issued in September 2021 (GAO–21–103933);

(G) consider mechanisms and opportunities for the Administration to facilitate better exchange of helicopter noise information with operators in communities adversely impacted by helicopter noise, as recommended by the Comptroller General in the document titled “Aircraft Noise: Better Information Sharing Could Improve Responses to Washington, D.C. Area Helicopter Noise Concerns” (GAO–21–200); and

(H) review air traffic controller guidance on use and development of noise abatement procedures of the Administration to identify areas for improvement or efficiency that do not adversely impact aviation safety.

### COMPOSITION

The Administrator of the FAA shall appoint the members of the Task Force. The Task Force shall be chaired by the Administrator’s executive level designee.

The Task Force shall be comprised of representatives from—

- airport communities or a representative organization of an airport community;
- airport operators;
- airlines;
- experts with specific knowledge of air traffic planning;
- aircraft manufacturers;
- local government officials;
- and such other representatives as the Administrator considers appropriate.

Federal Advisory Committee Act requirements do not apply to this Task Force.

The Task Force shall, as appropriate, consult with relevant experts and stakeholders not listed above in conducting its activities.

Not later than one year after the date of the establishment of the Task Force and every year thereafter through fiscal year 2028, the Task Force shall provide to the Committee on Transportation and Infrastructure of the House of Representatives, the Committee on Commerce, Science, and Transportation of the Senate, and the Administrator recommendations to improve the processes and mechanisms for engaging communities impacted by airport development and aviation operations.

Not later than 60 days after the submission of the annual recommendations the Administrator shall brief the committees described in such subparagraph on any plans of the Administration to implement the recommendations of the Task Force, including explanations for each of the recommendations the Administrator does not intend to adopt.

### ENGAGEMENT EVENTS

The Administrator shall seek to convene at least 1 annual event in each geographic region of the Administration to engage with aviation communities on issues of regional import.

The purpose of the engagement events described under paragraph (1) shall be to foster open and transparent communication between the Federal Government and aviation-impacted communities prior to, during, and after decision-making at the Federal level.

The topics of consideration of such engagement events shall be approved by the Regional Administrator or the Regional Community Engagement Officer of the applicable region, in consultation with regional interest groups. Topic areas shall be driven by local and regional feedback and may focus on—

- noise concerns from low-flying commercial aircraft;
- purchase and installation of aircraft noise reduction measures;

- new development projects in close proximity to airports and realistic noise expectations for such projects;
- proposed airport expansion projects and the potential noise implications of such projects;
- the establishment of new, or changes to existing, approach and departure routes and the community impacts of such changes;
- Upcoming events with an aviation component; or
- any other topic or issue considered relevant by an aviation-impacted community.

All events shall be convened by or in coordination with the regional offices of the Administration.

The Administrator shall ensure representatives from relevant program offices of the Administration are in attendance at such events.

The Administrator shall collaborate with community groups at the State, municipal, city, or local government level to ensure appropriate participation by as many relevant parties on a given issue as practicable. Such relevant parties may include state or local government officials; local or municipal planning and zoning officials; neighborhood representatives; aircraft operators, flight school representatives, or other local aviation entities; airport operators; and any other parties as appropriate.

The Administrator shall coordinate Federal participation that is not under the Administration through the Federal Interagency Committee on Aviation Noise to encourage appropriate Federal representation at all such events, based on the topic areas of consideration.

#### **SEC. 484. COMMUNITY COLLABORATION PROGRAM**

Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall establish a Community Collaboration Program within the Office for Policy, International Affairs, and Environment of the Administration.

The Program shall be comprised of representatives from—

(1) the Office for Policy, International Affairs and Environment of the Administration; the Office of Airports of the Administration; the Air Traffic Organization of the Administration; and other entities as considered appropriate by the Administrator.

The Program shall facilitate and harmonize, as appropriate, policies and procedures carried out by the entities listed in this subsection pertaining to community engagement relating to (A) airport planning and development; (B) noise and environmental policy; (C) NextGen implementation; (D) air traffic route changes; (E) integration of new and emerging entrants; (F) and other topics with respect to which community engagement is critical to program success.

The responsibilities of the Program lead shall include—

(A) the establishment of, and membership selection for, the Airport Community of Interest Task Force, established under section 483;

(B) joint execution with Federal Aviation Administration Regional Administrators of regional community engagement events, as described in section 483;

(C) updating the internal guidance of the Administration for community engagement based on recommendations from such Task Force and best practices of other Federal agencies and external organizations with expertise in community engagement;

(D) coordinating with the Air Traffic Organization on community engagement efforts related to air traffic procedure changes to ensure that impacted communities are consulted in a meaningful way;

(E) oversight of Regional Ombudsmen of the Administration;

(F) oversight, streamlining, and increasing the responsiveness of the noise complaint process of the Administration by—

- centralizing noise complaint data and improving data collection methodologies;
- increasing public accessibility to such Regional Ombudsmen;
- ensuring such Regional Ombudsmen are consulted in local air traffic procedure development decisions;
- collecting feedback from such Regional Ombudsmen to inform national policymaking efforts; and
- other recommendations made by the Airport Community of Interest Task Force;

(G) timely implementation of the recommendations, as appropriate, made by the Comptroller General of the United States to the Secretary of Transportation contained in the report titled “Aircraft Noise: FAA Could Improve Outreach Through Enhanced Noise Metrics, Communication, and Support to Communities”, issued in September 2021 (GAO–21–103933) to improve the outreach of the FAA to local communities impacted by aircraft noise, including any recommendations to—

- identify appropriate supplemental metrics for assessing noise impacts and circumstances for their use to aid in the internal assessment of the Administration of noise impacts related to proposed flight path changes;
- update guidance to incorporate additional tools to more clearly convey expected impacts, such as other noise metrics and visualization tools;
- improving guidance to airports and communities on effectively engaging with the Administration; and

- any other recommendations included in the report that would assist the agency in improving outreach to communities affected by aircraft noise; and

(H) other responsibilities as considered appropriate by the Administrator.

Not later than 2 years after the Administrator implements the recommendations made under this subsection, the Administrator shall brief the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate describing—

- (1) the implementation of each such recommendation;
- (2) how any recommended actions are assisting the Administrator in improving outreach to communities affected by aircraft noise and other community engagement concerns; and
- (3) any challenges or barriers that limit or prevent the ability of the Administrator to take such actions.

#### **SEC. 485. THIRD PARTY STUDY ON AVIATION NOISE METRICS**

Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall enter into an agreement with the National Academies to conduct a study on aviation noise metrics.

The study shall include an assessment of—

- (1) the efficacy of the day-night average sound level (in this section referred to as “DNL”) noise metric compared to other alternative models;
- (2) the disadvantages of the DNL noise metric in effect as of the date of enactment of this Act compared to other alternative models;
- (3) any potential changes that should be made to the DNL noise metric in effect as of the date of enactment of this Act; and
- (4) the data collected by the Neighborhood Environmental Survey of the Administration using alternative noise metrics.

Not later than 2 years after the date of enactment of this Act, the National Academies shall submit to the Administrator and Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study and containing recommendations regarding the most appropriate metric to adequately assess the public health impacts of aircraft noise.

#### **Noise Provisions in Senate Bill**

The following noise provisions were included in the Senate Commerce Committee’s FAA reauthorization bill:

#### **SEC. 917. AIRCRAFT NOISE ADVISORY COMMITTEE**

Not later than 180 days after the date of enactment of this section, the Administrator shall establish an Aircraft Noise Advisory Committee to advise the Administrator on issues facing the aviation community that are related to aircraft noise exposure and existing FAA noise policies and regulations.

The Administrator shall appoint the members of the Advisory Committee, which shall be comprised of at least 1 representative of each of—

- engine manufacturers;
- air carriers;
- airport owners or operators;
- aircraft manufacturers;
- advanced air mobility manufacturers or operators;
- institutions of higher education; and
- the National Aeronautics and Space Administration; and
- representatives of airport-adjacent communities from geographically diverse regions.

The duties of the Advisory Committee shall include—

- (1) the evaluation of existing research on aircraft noise impacts and annoyance;
- (2) the assessment of alternative noise metrics that could be used to supplement or replace the existing Day Night Level (DNL) standard;
- (3) the evaluation of the current 65-decibel exposure threshold, including the impact to land use compatibility around airports if such threshold was lowered;
- (4) the evaluation of current noise mitigation strategies and the community engagement efforts by the FAA with respect to changes in airspace utilization, such as the integration of new entrants and usage of performance-based navigation; and
- (5) other duties determined appropriate by the Administrator.

Not later than 1 year after the date of establishment of the Advisory Committee, the Advisory Committee shall submit to the Administrator a report on any recommended changes to current aviation noise policies.

Not later than 180 days after the date the Administrator receives the report under paragraph (1), the Administrator shall submit to the appropriate committees of Congress a re-

port containing the recommendations made by the Advisory Committee.

Not later than 30 days after submission of the report the Administrator shall brief the appropriate committees of Congress on how the Administrator plans to implement recommendations contained in the report and, for each recommendation that the Administrator does not plan to implement, the Administrator's reason for not implementing the recommendation.

#### **SEC. 1001. NOISE MITIGATION**

This section specifies requirements for aircraft landing and taking off at Boise Airport to reduce noise impact.

#### **SEC. 905. ADVANCING GLOBAL LEADERSHIP ON CIVIL SUPERSONIC AIRCRAFT**

This section would require, not later than one year after enactment of this Act, for the FAA Administrator to submit to the appropriate congressional Committees a report describing

Section 181 of the FAA Reauthorization Act of 2018

“(A) the progress of the actions described in subsection (d)(1);

“(B) any planned, proposed, or anticipated action to update or modify existing policies and regulations related to civil supersonic aircraft, including those identified as a result of stakeholder consultation and feedback (such as landing and takeoff noise); and

“(C) any other information determined appropriate by the Administrator.

Not later than 2 years after the date on which the Administrator submits the initial progress report under paragraph (1), the Administrator shall submit to the appropriate committees of Congress an updated report on the progress of the actions described in paragraph (1).”.

#### **SEC. 805. ENVIRONMENTAL REVIEW AND NOISE CERTIFICATION [of drones]**

(a) NATIONAL ENVIRONMENTAL POLICY ACT GUIDANCE.—Not later than 90 days after the date of enactment of this section, the Administrator shall publish drone-specific environmental review guidance and implementation procedures and thereafter revise such guidance as appropriate to carry out the requirements of this section.

(b) PROGRAMMATIC LEVEL APPROACH TO NEPA REVIEW.— Not later than 90 days after the date of

enactment of this section, the Administrator shall examine and integrate programmatic-level approaches to the requirements of the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) (including regulations promulgated to carry out that Act) for the commercial drone industry to create an efficient process for preparing environmental reviews of reasonably foreseeable drone operations across a geographic region, for an individual operator's network of drone operations within a defined geographic region, and for operations within and over commercial and industrial sites closed or restricted to the public.

(c) DEVELOPING ONE OR MORE CATEGORICAL EXCLUSIONS.—The Administrator shall engage in ongoing consultations with the Council on Environmental Quality to identify actions that are appropriate for a categorical exclusion and shall incorporate such actions in FAA Order 1050.1F, as amended or revised, from time to time, as and when, deemed appropriate.

(d) SUSPENSION OF NOISE CERTIFICATION REQUIREMENT PENDING STANDARDS DEVELOPMENT.—

(1) IN GENERAL.—Upon the date of enactment of this section, and notwithstanding the requirements of section 44715 of title 49, United States Code, the Administrator shall waive the determination of compliance with part 36 of title 14, Code of Federal Regulations, for drone models seeking type and airworthiness certification, and shall not deny, withhold, or delay such certification due to the absence of a noise certification basis under such part, provided the FAA has developed appropriate noise measurement procedures for such drone models, and the FAA has received the noise measurement results based on those procedures from the applicant.

(2) DURATION.—The suspension provided in this subsection shall continue until such time as the Administrator publishes final noise certification standards for drones as amendments to part 36 title 14, Code of Federal Regulations, or to another part of title 14 of such Code.

(3) DEADLINE FOR NOISE CERTIFICATION STANDARDS.—Based on drone noise data the Administrator has received in the process of reviewing applications for type and airworthiness certification, in conducting environmental assessments of proposed drone operations under section 44807 of title 49, United States Code, and part 135 of title Code of Federal Regulations, and from other sources, including standards organizations, the Administrator shall propose generally applicable drone noise certification standards, not later than the date that is 36 months after the date of enactment of this section, and following notice and comment rulemaking procedures, and shall publish final noise certification standards not later than 24 months after the date on which the pe-

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riod for public comment on such proposed generally applicable noise certification standards ends.

### **SEC. 631. USE OF PASSENGER FACILITY CHARGES FOR NOISE BARRIERS**

Section 40117(a)(3) of title 49, United States Code, is amended by adding at the end the following:

“(H) A project at a small hub airport for a noise barrier where the day–night average sound level from commercial, general aviation, or cargo operations is expected to exceed 55 decibels as a result of new airport development.”

The airport is not identified.

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## **AIRPORT NOISE REPORT**

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