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Part 150 Program

COMMUNITY ALLIANCE RECOMMENDS CHANGES TO PART 150 INFO COLLECTION

In the Nov. 13 *Federal Register*, the FAA invited public comment on its intention to request Office of Management and Budget (OMB) approval to renew an information collection on FAA's voluntary Part 150 airport noise compatibility programs.

The information to be collected is necessary because noise compatibility program measures are eligible for Federal grants in-aid if they are provided to FAA for review and approval in advance. The respondents are airport sponsors that voluntarily submit noise exposure maps and noise compatibility programs to the FAA for review and approval, FAA explained in its notice.

In response to FAA's solicitation, Darlene Yaplee, President and Co-Founder of the Aviation-Impacted Communities Alliance (AICA), submitted the following comments:

"The Aviation-Impacted Communities Alliance (AICA) is a nationally recognized coalition representing over 90 groups across the United States. AICA is committed to protecting communities from the harmful effects of aviation noise and emissions through advocacy for legislative reforms and industry-wide changes.

"The Neighborhood Environmental Survey (NES) results indicated that community annoyance from aircraft noise occurs at much lower noise levels than previously understood. Given these findings, the FAA is considering revisions to its noise policy. Consequently, the FAA should also change its information collection for the Part 150 Airport Noise Compatibility Program—a voluntary program for airports to reduce aircraft noise and establish compatible land use programs.

"To align the Part 150 program with the NES findings, we strongly recommend the following three changes to its information collection:

1. Include the N-Above Metric: Add the N-Above metric to the current use of DNL (or CNEL for California).
2. Extend Noise Contours: Expand the noise contour mapping to include DNL 45 dB and its equivalent for the N-Above metric.
3. Display Noise Contours in 5 dB Increments: Present noise contours from 45 dB to 85 dB in 5 dB increments for both DNL/CNEL and N-Above metrics.

“Failure to implement these updates would disregard the well-documented findings of the NES and undermine efforts to accurately reflect the lived experience of communities.”

[For FAA’s report on its Neighborhood Environmental Survey, go to:
https://www.faa.gov/regulations_policies/policy_guidance/noise/survey]