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FAA Advisory Committees

FAA SEEKING MEMBERS TO RECONSTITUTE AGENCY'S REDAC ADVISORY COMMITTEE

FAA announced in the Sept. 30 *Federal Register* that it is seeking nominations to reconstitute the membership of its Research, Engineering, and Development Advisory Committee (REDAC), which provides advice and recommendations to the FAA Administrator regarding the agency's Research and Development (R&D) Portfolio.

October 30 is the deadline for submitting nominations to FAA for membership on REDAC.

Instructions on how to apply for membership are included in FAA's *Federal Register* notice, which is attached to the email that brought you this issue of ANR.

Fearful that its Federal Advisory Committees "have been overrun with individuals whose sole focus is their radical DEI and climate agenda," the Trump administration's U.S. Department of Transportation notified its agencies, including the FAA, that it plans to "reconstitute" the membership of their Federal Advisory Committees and refocus them on "what matters," ANR was told (37 ANR 113).

The FAA is using the *Federal Register* to announce how and when to apply for membership on its advisory committees. Two weeks ago, the FAA announced that it is seeking new members for its Aviation Rulemaking Advisory Committee (ARAC). Last week, FAA announced that it is seeking membership for its Unmanned and Autonomous Flight Advisory Committee (UAFAC). And this week FAA announced it is seeking to reconstitute the membership of REDAC.

"The purpose of REDAC is to provide advice to the FAA Administrator regarding the needs, objectives, plans, approaches, content, and accomplishments with respect to aviation research," FAA explained in its *Federal Register* notice.

"In particular," FAA noted, "REDAC will consider aviation research, future technology, and the National Airspace System – present and future. The Committee will also assist in ensuring that such research is coordinated with similar research being conducted outside of FAA.

"In addition, the Committee will review and comment on the aviation research grants program [which funds ongoing FAA studies on the relationship between aircraft

noise exposure and cardiovascular disease and sleep disruption] and on the research and training to be carried out by air transportation centers of excellence.

“The Committee is expected to meet twice per year, approximately every six months. If necessary, additional meetings may be added to address critical concerns. Unless otherwise required by law or approved by the Secretary, all meetings will be held virtually.

FAA said its REDAC Committee will be comprised of approximately 30 members representing universities, corporations, associations, consumers, other government agencies, and regional centers of air transportation excellence.

Members will serve 2-year terms but may be reappointed. Past members of the Committee are welcome to apply. FAA said DOT “is interested in ensuring membership is balanced fairly in terms of the points of view represented and the functions to be performed by the Committee.”

Community Activist Will Reapply

Regarding a fair balance of members on REDAC, the first community activist to ever serve on the committee was appointed by former FAA Administrator Michael Whitaker three days before he resigned from the agency on Jan. 20, when President Trump was inaugurated (37 ANR 13).

Whitaker appointed Dr. Cindy Christiansen, PhD, cofounder and chief technology officer of the Aviation-Impacted Communities Alliance (AICA), stressing that her work “representing the views of environment and energy, health policy research, cross-disciplinary research, and aviation public policy concerns will greatly benefit the REDAC and the Department of Transportation’s efforts to conduct efficient research ...”

Christiansen, who holds a PhD in Statistics and a B.A. in mathematics, plans to reapply to serve on REDAC.