

Communities and Airports

What does the future hold?

September 2025

Agenda

- Current U.S. Regulations
- Recent Activity by U.S. Federal Aviation Administration
- Land Use Planning Issues near Airports
- What is next?



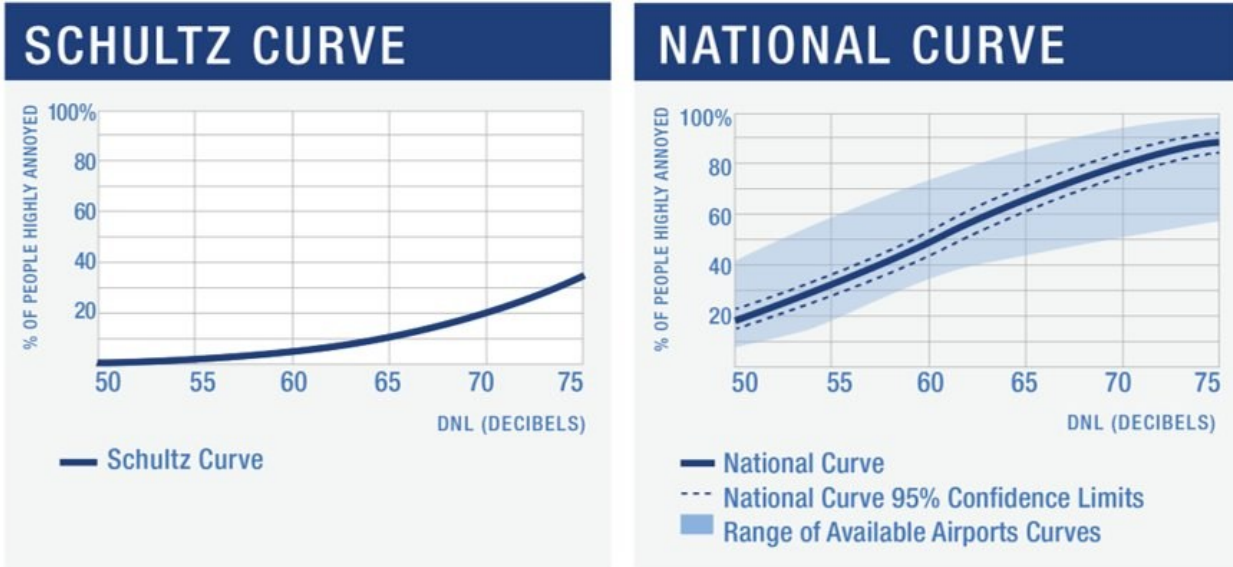
Balanced Approach

Major Federal (US) Aviation Noise-Related Legislation

Statute	Aircraft Noise Related Purpose	Most Relevant FAA Regulation(s)
Aircraft Noise and Sonic Boom Act of 1968	Authorizes FAA to prescribe standards for measurement of aircraft noise and establish regulations to abate noise	14 CFR parts 36 and 91
National Environmental Policy Act of 1969 (NEPA)	Directs all federal executive agencies to assess all environmental effects of proposed federal agency actions	FAA Orders 1050.1F, 5050.4B
The Noise Control Act of 1972 (Noise Act)	Amends 1968 act to add consideration of public health and welfare and to add EPA to the rulemaking process for aircraft noise and sonic boom standards	None directly; EPA responsibility
Aviation Safety and Noise Abatement Act of 1979 (ASNA)	Directs FAA to establish single system to measure noise and determine exposure of people to noise, and identify land uses normally compatible with various noise levels	14 CFR part 150
Airport and Airway Improvement Act of 1982	Authorizes FAA funding for noise mitigation/compatibility planning and projects and establishes noise compatibility requirements for FAA-funded airport development	FAA Airport Improvement Program
Airport Noise and Capacity Act of 1990 (ANCA)	Mandates phase out of Stage 2 jet aircraft over 75,000 pounds, and established requirements regarding airport noise and access restrictions for Stage 2 and 3 aircraft	14 CFR part 161
Section 506 of the FAA Modernization and Reform Act of 2012	Prohibition after 12/31/2015 of operation of civil subsonic jet airplanes with maximum weights of 75,000 pounds or less that do not meet stage 3 noise standards	14 CFR part 91

Recent FAA Activity

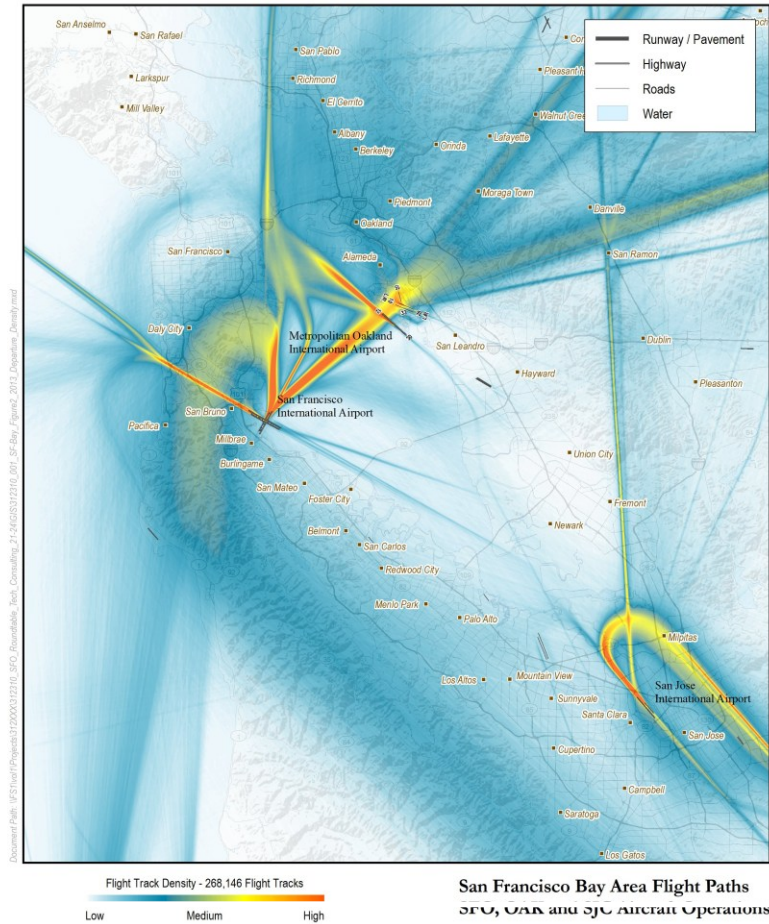
Neighborhood Environmental Survey (NES)



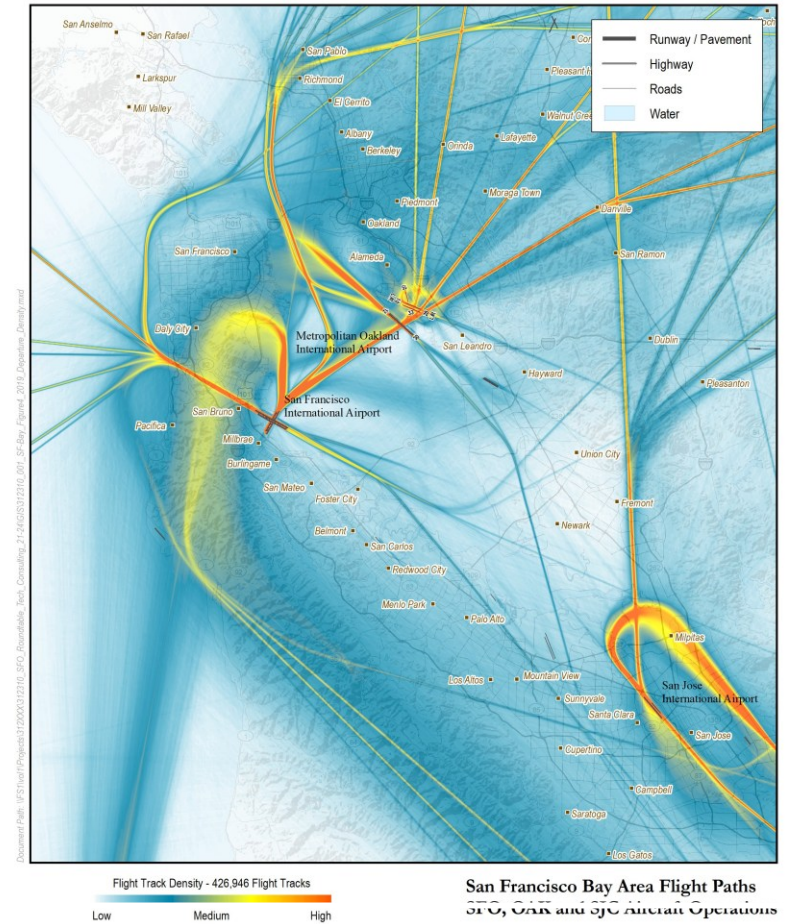
The new Survey was designed to use a consistent approach across each airport community surveyed. This has allowed for an enhanced ability to provide additional statistical information about the new results, such as the 95% Confidence Limits and range of results from each of the 20 airports, as shown on the plot above. This was not possible with the older Schultz Curve.

Recent FAA Activity

NextGen Aircraft Procedures Implementation



Before



After

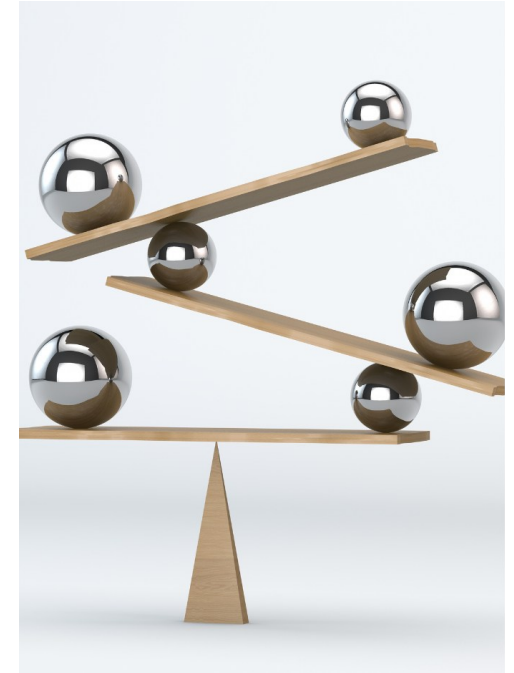
Land Use
Planning
is
Not the
Responsibility of
FAA or Airports

Jurisdictions responsible for land use planning in the U.S.
ignore airport/FAA recommendations to not allow noise-
sensitive uses within the 65 DNL contours

*Airports/communities contest development plans that
include noise-sensitive land uses near airports to no avail*

What is next?

- All stakeholders (Airports, communities, aircraft operators and the FAA) must work together to:
 - Determine what is acceptable in specific communities with airports in their vicinity
 - How many operations at night is acceptable
 - Does the community want/need packages to arrive within 24 hours – that is the norm, but at what cost to the communities
 - U.S. regulation, as written today, does not allow airports/communities to restrict operations – does this need to change?
 - Determine acceptable flight paths
 - Recently SFO worked with their community roundtable to develop nighttime flight paths that fly solely over water until aircraft are over 12,000 feet in altitude
- Is it still appropriate for the FAA mission to “promote aviation”?



Thank you

Gene Reindel, HMMH Vice President