Committee on Transportation and Infrastructure
U.S. House of Representatives
Washington DC 20515

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March 15, 2022

SUMMARY OF SUBJECT MATTER

TO: Members, Subcommittee on Aviation
FROM: Staff, Subcommittee on Aviation
RE: Subcommittee Hearing on "Aviation Noise: Measuring Progress in Addressing Community Concerns."

PURPOSE

The Subcommittee on Aviation will meet on Thursday, March 17, 2022, at 10 a.m. EDT in 2167 Rayburn House Office Building and virtually via Zoom for a hearing titled, "Aviation Noise: Measuring Progress in Addressing Community Concerns." The hearing will examine aircraft noise, airport noise, noise mitigation strategies, methodologies for measuring noise, Federal Aviation Administration (FAA) community engagement, new and emerging technologies, and the implementation of noise provisions from the *FAA Reauthorization Act of 2018*. The subcommittee will hear testimony from two panels. The first panel will feature government witnesses from the FAA and the Government Accountability Office (GAO). The second panel will include witnesses from Airlines for America, Airports Council International, Aerospace Industries Association, National Organization to Insure a Sound Controlled Environment (N.O.I.S.E.), and Joby Aviation.

BACKGROUND

I. FAA Noise Programs

A. Noise Measurement Near Airports

The majority of airport-related noise is generated by the takeoff and landing of aircraft. The FAA measures noise based on a yearly day-night average sound level (DNL) produced by flight operations, which is measured in decibels.[1] DNL is an aggregate measure of aviation noise over a 24-hour period, with 10 decibels added to nighttime noise events between 10 p.m. and 7 a.m.[2] FAA has identified a DNL of 65 decibels as the threshold for significant adverse impact on the

[1] 14 C.F.R. Part 150.
[2] *Id.*

community and uses this standard in determining whether aircraft noise at a nearby airport is compatible with residential land uses.[3] According to the FAA, a comparable indoor sound comparison to the 65 decibels threshold would be a person speaking from three feet away.[4]

B. Regulatory Programs

a. Part 150

The *Aviation Safety and Noise Abatement Act of 1979* (49 U.S.C. 47501 *et. seq.*) provides the FAA with statutory authority for providing federal funding of noise compatibility projects through the Airport Improvement Program (AIP).[5] The FAA administers its statutory authority under 14 C.F.R. Part 150 (hereinafter Part 150).[6] An airport operator is not required to participate in Part 150—instead or in conjunction with Part 150, airports can utilize funds received from the passenger facility charge (PFC) and can fund noise projects independent of Part 150, allowing them to work more directly with stakeholders and establish voluntary noise abatement or mitigation programs.[7]

When an airport decides to participate in Part 150, it is required to submit a Noise Exposure Map, which is a scaled geographic visualization of the airport, its noise contours, and the surrounding area depicting existing and future community noise exposures.[8] The airport must also formally submit a Noise Compatibility Program (NCP) to the FAA.[9] The NCP must show that the program: (1) reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses; (2) does not impose an undue burden on interstate and foreign commerce; (3) does not derogate safety or adversely affect the safe and efficient use of airspace; (4) meets both local interests and federal interests of the national air transportation system; and (5) can be implemented in a manner consistent with all the powers and duties of the FAA Administrator.[10]

b. Part 161

The *Airport Noise and Capacity Act* (49 U.S.C. 47521 *et. seq.*) was enacted in 1990 in response to community noise concerns which had led to inconsistent restrictions on aviation.[11] The law called for a national aviation noise policy and increased FAA's authority over aviation noise matters.[12] The law also included mandates related to aircraft types based on noise and allowed airports some ability to restrict louder aircraft types.[13]

The FAA implemented associated regulations in 14 C.F.R. Part 161 (Part 161), which imposes requirements on airports seeking to implement certain noise rules or restrictions.[14] As such,

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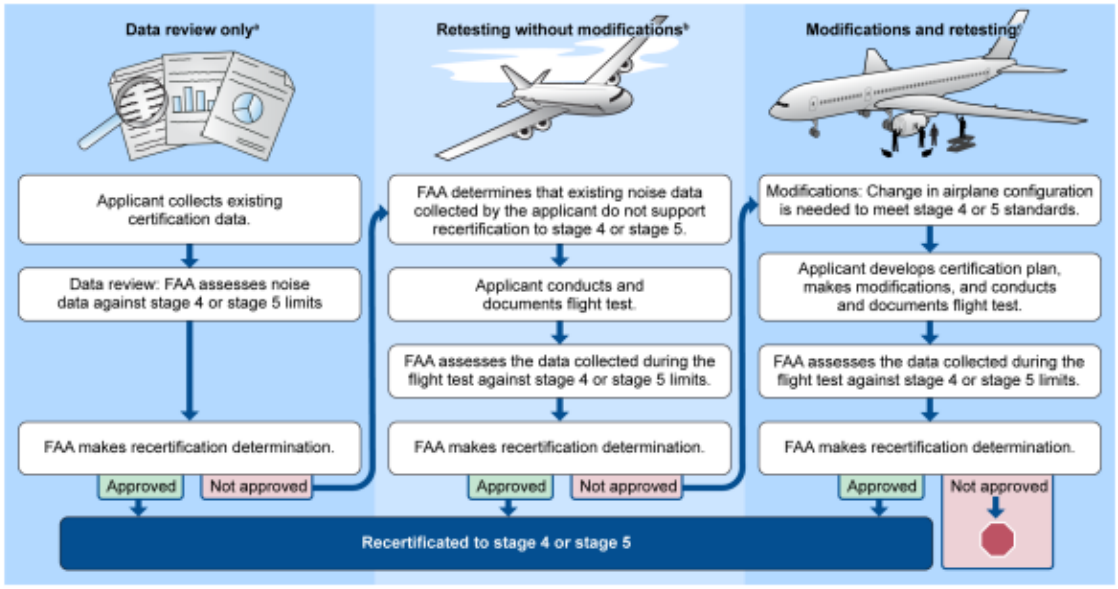
[3] *Id.*
[4] FAA, *Fundamentals of Noise and Sound*, https://www.faa.gov/regulations_policies/policy_guidance/noise/basics/.
[5] Pub. L. No. 96-193 (1980).
[6] 14 C.F.R. Part 150.
[7] See 49 U.S.C. 47504; 49 U.S.C. 40117.
[8] *Id.*
[9] *Id.*
[10] *Id.*
[11] Pub. L. No. 101-508 (1990).
[12] *Id.*
[13] *Id.*
[14] 14 C.F.R. Part 161.

airports which mandate noise and access restrictions must satisfy certain criteria, including requirements to: (1) be reasonable, nonarbitrary, and nondiscriminatory; (2) not create an undue burden on interstate or foreign commerce; (3) not be inconsistent with maintaining the safe and efficient use of the navigable airspace; (4) not conflict with a law or regulation of the United States; (5) be imposed following an adequate opportunity for public comment; and (6) not create an undue burden on the national airspace system.[15]

C. Aircraft Certification

The FAA imposes noise standards for airplanes operating in the United States.[16] The FAA classifies airplanes meeting noise standards into five stages, with Stage 1 being the loudest and Stage 5 the quietest.[17] Stage 1 and Stage 2 airplanes are currently prohibited except under very limited circumstances.[18] During the aircraft certification process, the FAA ensures that airplanes comply with U.S. noise standards. FAA can also recertify airplanes to comply with a more stringent noise certification standard than the standard to which it was originally certificated.[19] The recertification process is initiated by a manufacturer or operator.[20] The process for recertification is described in the graphic below:

Figure 1: Overview of FAA's Process for Recertificating Airplanes to Stage 4 or Stage 5 Noise Standards



Source: GAO analysis of Federal Aviation Administration (FAA) information. | GAO-20-661

In a 2020 report, the GAO surveyed the aviation industry and FAA and evaluated data to find that while a majority of U.S. airplanes are Stage 3, most are able to meet more stringent noise

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[15] *Id.*
[16] 14 C.F.R. Part 36.
[17] FAA, AC 36-1H - Noise Levels for U.S. Certificated and Foreign Aircraft (Nov. 15, 2001), *available at:* https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/22942.
[18] *See* FAA, *Aircraft Noise Levels and Stages*, https://www.faa.gov/noise/levels/.
[19] 14 C.F.R. 36.2(c).
[20] 14 C.F.R. Part 36.

standards.[21] The GAO found that 98 percent of current large commercial passenger airplanes and 79 percent of large commercial cargo airplanes are able to meet Stage 4 standards.[22] Because of this, many aviation stakeholders believe a phase-out of Stage 3 airplanes would not substantially reduce noise and could instead be costly and challenging.[23]

D. Implementation of Performance-Based Navigation Procedures in Metroplexes and Community Outreach

The FAA is in the midst of modernizing the national airspace system (NAS). The FAA's effort to modernize the air traffic system, referred to as the Next General Air Transportation System, or NextGen, is a large set of interconnected programs within the FAA that refreshes the air traffic control system by leveraging the capabilities provided by the Global Positioning System, fiberoptic broadband connections, and communications satellites, enabling transfers of vast amounts of data between aircraft in flight and ground facilities.[24] As part of this effort, the FAA is implementing new Performance-Based Navigation (PBN) routes and procedures to improve safety, increase airspace efficiency, reduce environmental impacts, and increase user access to the NAS, while simultaneously addressing air traffic growth.[25] According to the FAA, PBN will:[26]

- increase safety through procedures during descent that reduce the risk of crashes and loss of control;
- improve airport and airspace access in all weather conditions;
- reduce delays at airports and in dense airspace by applying new parallel routes, enabling new ingress/egress points around busy terminals, improving flight re-routing capabilities, making better use of closely spaced procedures and airspace, and de-conflicting adjacent to airport flows; and
- increase efficiency through less circuitous routes and optimized airspace, especially in lower flight altitude stratums.

The FAA has undergone the process of reconfiguring the NAS by redesigning airport terminal airspace around large areas with multiple airports called Metroplexes.[27] As FAA took action, complaints from communities increased.[28] Complaints included airplanes routed over areas not previously overflown and increased concentrations of arriving and departing flights along narrower flightpaths and more frequent overflights.[29] In response to community concerns and provisions in the *FAA Reauthorization Act of 2018*, the FAA updated its Policy on Addressing Aircraft Noise Complaints and Inquiries from the Public in December 2019.[30] The FAA also established regional

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[21] GAO, *Aircraft Noise: Information on a Potential Mandated Transition to Quieter Airplanes* (Aug. 20, 2020), GAO-20-661, at 12.
[22] *Id.* at 13-14.
[23] *Id.* at 18.
[24] FAA, *How NextGen Works, available at* https://www.faa.gov/nextgen/how_nextgen_works/.
[25] FAA, *NextGen and Performance-Based Navigation* (Aug. 18, 2020), https://www.faa.gov/newsroom/nextgen-and-performance-based-navigation.
[26] *Id.*
[27] *Id.*
[28] GAO, *Aircraft Noise: FAA Could Improve Outreach through Enhanced Noise Metrics, Communication, and Support to Communities* (Sept. 28, 2021), GAO-21-103933 at 41.
[29] *Ibid.*
[30] FAA, *Federal Aviation Administration (FAA) Policy on Addressing Aircraft Noise Complaints and Inquiries from the Public* (Dec. 4, 2019), *available at:*

noise ombudsmen around the country to serve as public liaisons for issues about aircraft noise questions or complaints and provide technical support to airport noise working groups and roundtables.[31]

E. Helicopter Noise

a. FAA Tools to Address Helicopter Noise

While not legally mandated, the FAA works to reduce noise from civilian helicopters through a voluntary set of guidelines developed by the FAA and industry that identify noise mitigation practices called "Fly Neighborly."[32] The FAA has also developed helicopter route structures for some major metropolitan cities to assist in managing helicopter air traffic for safety and efficiency.[33] The following cities have helicopter route structures: Boston, Chicago, Dallas-Fort Worth, Detroit, Houston, Los Angeles, New York City, and the Washington, D.C. area.[34] While these routes are not imposed solely to mitigate noise, these routes can result in noise mitigation in some areas.[35]

b. Air Tour Management Plans

Under the *National Park Air Tour Management Act of 2000*, the FAA, in coordination with the National Park Service (NPS), were required to implement Air Tour Management Plans (ATMPs).[36] An ATMP is a plan used to develop acceptable and effective measures to mitigate or prevent the significant adverse impacts, if any, of commercial air tour operations upon natural and cultural resources, visitor experiences, and tribal lands. The *FAA Modernization and Reform Act of 2012* amended the Act to allow the FAA and NPS to enter into voluntary agreements with air tour operators in lieu of developing management plans.[37]

F. FAA Research and New Technologies

The FAA has established a series of noise research programs including:

- **Federal Interagency Committee on Aviation Noise.** The FAA works with the Volpe Transportation Center, NASA, and other government agencies on noise research.[38]
- **Aviation Environmental Design Tool (AEDT).** AEDT is a software system that models aircraft performance in space and time to estimate fuel consumption, noise, emissions, and air quality consequences.[39] It is used across industry, governments, and academia and is the

https://www.faa.gov/regulations_policies/policy_guidance/envir_policy/media/FAA_NoiseComplaintPolicy_191204_FNL.pdf

[31] *Id.*

[32] GAO, *Aircraft Noise: Better Information Sharing Could Improve Responses to Washington, D.C. Area Helicopter Noise Concerns* (Jan. 7, 2021), GAO-21-200 at 6.

[33] *Id.* at 7-8.

[34] *Ibid.*

[35] *Ibid.*

[36] 49 U.S.C. § 40128 (2020).

[37] *Id.*

[38] FAA, Noise Research & Programs, *available at:* https://www.faa.gov/noise/research_programs/.

[39] FAA, Aviation Environmental Design Tool, *available at:* https://aedt.faa.gov/.

primary tool used by the International Civil Aviation Organization.[40] The tool also facilitates FAA environmental review activities.[41]

- **ASCENT Center of Excellence.** The FAA uses the ASCENT program to explore ways to reduce noise exposure from airplanes, helicopters, and new entrants, such as through unmanned aircraft systems and advanced air mobility vehicles, among other things. [42]
- **Airport Cooperative Research Program (ACRP).** ACRP is an industry-driven, applied research program that develops practical solutions to problems typically faced by airport operators. The ACRP aims to focus on issues that other Federal research programs do not address.[43]
- **Continuous Lower Emissions Energy and Noise (CLEEN) Program.** The CLEEN Program is a public-private partnership to accelerate the development of technologies to reduce aircraft noise and emissions and improve energy efficiency.[44]

II. Funding for Noise Mitigation

Airport operators may use Airport Improvement Program or Passenger Facility Charge funds for noise-related projects, including acquiring homes and relocating people, soundproofing homes and other buildings, and constructing noise barriers. Regarding sound insulation in homes, according to a September 2019 report to Congress, the FAA had funded over $6.91 billion through the AIP grant program and approved over $4.4 billion through the PFC program to insulate over 143,000 homes and other noise sensitive locations (e.g. schools and churches).[45]

A. Airport Improvement Program

The AIP was established by the *Airport and Airway Improvement Act of 1982* (P.L. 97-248). Funds obligated for the AIP are drawn from the Airport and Airway Trust Fund, which is primarily funded from excise taxes imposed on domestic airline tickets, cargo waybills, and aviation fuel sales. The AIP generally funds projects that are needed to enhance airport safety, capacity, security, and noise mitigation. The AIP program provides federal grants to airports for airport development and planning. AIP funding distribution is based on a combination of formula grants and discretionary funds. Some airports use AIP formula funds for noise projects, however, most funding for airport noise projects comes from AIP discretionary funds. According to the CRS, between fiscal years (FYs) 2011 and 2020, AIP funded over $1.2 billion for airport noise projects.[46] Of this amount:

- Noise mitigation projects accounted for 88 percent;
- Land acquisition accounted for 9 percent; and
- Noise compatibility studies and planning accounted for 3 percent.[47]

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[40] FAA, Noise Research & Programs, *supra* note 43.
[41] *Id.*
[42] ASCENT, https://ascent.aero/.
[43] FAA, Airport Cooperative Research Program (ACRP) – Airports, https://www.faa.gov/airports/acrp/.
[44] FAA, Continuous Lower Energy, Emissions, and Noise (CLEEN) Program, https://www.faa.gov/about/office_org/headquarters_offices/apl/research/aircraft_technology/cleen.
[45] CRS, *Federal Airport Noise Regulations and Programs* (Sept. 27, 2021), R46920, at 2.
[46] *Id.*
[47] *Id.*

B. Passenger Facility Charge

To provide additional resources for airport improvements, the *Aviation Safety and Capacity Expansion Act of 1990* (P.L. 101-508) permitted airports to assess a charge on enplaning passengers called the passenger facility charge (PFC). The PFC is a federally-authorized user fee that an airport sponsor, subject to FAA-approval, may choose to levy on most enplaned passengers. Airports may impose a maximum $4.50 PFC on enplaning passengers, up to a maximum of $18 on a roundtrip ticket. PFC revenues may be used for a wider variety of projects other than AIP grants; most notably, PFC revenues are commonly used for terminal development projects that are unlikely to be funded through the AIP because AIP grants are typically used for higher-priority airside projects. PFCs may also be used to fund noise projects that are independent of Part 150.[48]

According to CRS, between FY2011 and FY2020, the FAA approved over $247 million in PFCs for airport noise projects. Of this amount:

- Noise mitigation projects accounted for 76 percent;
- Land acquisition accounted for 18 percent; and
- Noise compatibility studies and planning accounted for 6 percent.[49]

C. Other Airport Funding Sources

Airports may use their own operating revenues from commercial leases, parking charges, and other sources to fund noise projects as well, but FAA does not keep track of such spending.

III. Noise-Related Provisions in the FAA Reauthorization Act of 2018

In response to community concerns and requests from Members of Congress, the *FAA Reauthorization Act of 2018* included a series of robust provisions designed to address aviation noise issues.[50] **A section-by-section summary of those provisions is included in the attached Appendix A.** ***The status of implementation of these provisions is included in the attached Appendix B.***

[48] *Id.*
[49] *Id.*
[50] Pub. L. No. 115-254 (2018).

IV. GAO Recommendations

Status of 2021 GAO Recommendations Related to Aircraft Noise

Recommendation	FAA Response	Status
The Administrator of the FAA should direct the Office of Environment and Energy to develop a mechanism to exchange helicopter noise information with operators in the D.C. area. (GAO-21-200 Recommendation 1)[51]	In December 2021, FAA officials told GAO that they are working to identify a mechanism to share complaint data with helicopter operators in the Washington D.C. area. FAA officials also stated that they plan to conduct quarterly meetings in the area with local helicopter operators to examine trends in helicopter complaint data and discuss helicopter noise mitigation efforts. FAA officials said they plan to begin holding and facilitating these meetings in spring 2022.	Open
The Administrator of the Federal Aviation Administration should identify appropriate supplemental noise metrics, such as the "number above" metric, and circumstances for their use to aid in FAA's internal assessments of noise impacts related to proposed PBN flight path changes. (GAO-21-103933 Recommendation 1)[52]	As of January 2022, the FAA has said it is conducting a noise policy review and plans to consider whether and under what circumstances supplemental, companion, or alternative noise metrics are appropriate to inform research and policy considerations. FAA plans to complete this review by the end of 2022.	Open
The Administrator of the Federal Aviation Administration should update guidance to incorporate additional communication tools that more clearly convey expected impacts, such as other noise metrics and visualization tools related to proposed PBN implementation. (GAO-21-103933 Recommendation 2)[53]	As of January 2022, the FAA plans to update guidance on community outreach by the end of 2022.	Open
The Administrator of the Federal Aviation Administration should provide clearer information to airports and communities on what communities can expect from FAA, including the technical assistance FAA can provide. (GAO-21-103933 Recommendation 3)[54]	As of January 2022, the FAA plans to develop an appropriate process and post-implementation outreach tools by the end of 2022.	Open

[51] GAO, *Aircraft Noise: Better Information Sharing Could Improve Responses to Washington, D.C. Area Helicopter Noise Concerns* (Jan. 7, 2021), GAO-21-200, *available at* https://www.gao.gov/products/gao-21-200.
[52] GAO, *Aircraft Noise: FAA Could Improve Outreach through Enhanced Noise Metrics, Communication, and Support to Communities* (Sept. 28, 2021), GAO-21-103933, *available at* https://www.gao.gov/products/gao-21-103933.
[53] *Id.*
[54] *Id.*

WITNESSES

Panel 1

Kevin Welsh
Executive Director, Office of Environment and Energy
Federal Aviation Administration
Accompanied by
Beth White, Senior Strategist for Public and Industry Engagement, Air Traffic Organization
Mike Hines, Manager, Office of Planning and Programming, FAA Office of Airports

Heather Krause
Director, Physical Infrastructure
Government Accountability Office

Panel 2

Sharon Pinkerton
Senior Vice President of Regulatory and Legislative Policy
Airlines for America

Frank R. Miller
Executive Director
Hollywood Burbank Airport
On behalf of Airports Council International – North America

David Silver
Vice President for Civil Aviation
Aerospace Industries Association

Emily J. Tranter
Executive Director
National Organization to Insure a Sound Controlled Environment (N.O.I.S.E.)

JoeBen Bevirt
CEO
Joby Aviation

Appendix A: Section-By-Section Summary of Noise-Related Provisions in the FAA Reauthorization Act of 2018

Section 172. Authorization of certain flights by stage 2 aircraft. This section authorizes the FAA to initiate a pilot program to permit one or more operators of a stage 2 (noise designation level) aircraft to operate that aircraft in nonrevenue service into not more than four medium hub airports or nonhub airports if the airport and the operator meet specific criteria. The pilot program shall terminate on the earlier of either the date 10 years after the date of enactment of this Act, or the date on which the FAA determines that no stage 2 aircraft remain in service.

Section 173. Alternative airplane noise metric evaluation deadline. This section requires the FAA to complete the ongoing evaluation of alternative metrics to the current Day Night Level (DNL) 65 standard within 1 year of the bill's passage.

Section 174. Updating airport noise exposure maps. This section clarifies an existing statutory provision regarding the submission of noise exposure maps from airport operators to the FAA and when an airport must update them.

Section 175. Addressing community noise concerns. This section requires the FAA to consider the feasibility of dispersal headings or other lateral track variations to address noise concerns from affected communities, if asked by the airport owner and local community, when proposing new area navigation departure procedures or amending an existing procedure below 6,000 feet over noise sensitive areas.

Section 176. Community involvement in FAA NextGen initiatives located in Metroplexes. This section requires the FAA to review the FAA's community involvement practices for NextGen projects located in Metroplexes. NextGen is the FAA's ongoing effort to modernize technology used for air traffic control.

Section 178. Terminal sequencing and spacing. This section requires a report to Congress on the status of Terminal Sequencing and Spacing (TSAS) implementation across all completed NextGen Metroplexes with specific information provided by airlines regarding the adoption of aircraft equipage and the training of pilots in its use.

Section 179. Airport noise mitigation and safety study. This section directs the FAA to initiate a study to review and evaluate existing studies and analyses of the relationship between jet aircraft approach and takeoff speeds and corresponding noise impacts on communities surrounding airports.

Section 180. Regional ombudsmen. This section directs each FAA Regional Administrator to designate a Regional Ombudsman to serve as a regional liaison with the public on issues regarding aircraft noise, pollution, and safety.

Section 182. Mandatory use of the New York North Shore Helicopter Route. This section requires a public hearing regarding changes to the New York North Shore Helicopter Route. This section also requires an FAA review of the route regulations.

Section 186. Stage 3 aircraft study. This section directs the Comptroller General to conduct a review of the benefits, costs, and other impacts of a phase out of stage 3 (noise level designation) aircraft.

Section 187. Aircraft noise exposure. This section directs the FAA to conduct a review of the relationship between aircraft noise and its effect on communities surrounding airports. The FAA is then required to submit a report to Congress containing appropriate recommendations for revising land use compatibility guidelines in part 150 of title 14, Code of Federal Regulations.

Section 188. Study regarding day-night average sound levels. This section directs the FAA to evaluate alternative metrics to the current average day night level standard, using actual noise sampling and other methods to address community airplane noise concerns. This section also requires the FAA to submit a report to Congress.

Section 189. Study on potential health and economic impacts of overflight noise. This section directs the FAA to enter into an agreement with eligible institutions of higher education to conduct a study on the health impacts of noise from aircraft flights on residents exposed to a range of noise levels from such flights.

Section 190. Environmental mitigation pilot program. This section allows the DOT to carry out a pilot program comprised of no more than six projects at public-use airports aimed at achieving the most cost-effective and measurable reductions in or mitigation of the impacts of aircraft noise, airport emissions, and water quality at the airport or within five miles of the airport.

Appendix B: Status of Noise-Related 2018 FAA Reauthorization Act Provisions

Section	Title	Summary	Deadline	Status
172	Authorization of certain flights by stage 2 aircraft	Initiate a pilot program to permit stage 2 aircraft to operate in a limited way at certain defined airports.	4/5/19.	APL/AGC developed a Federal Register Notice (FRN) which is under review. Purpose of the FRN is to see if there is interest among airports meeting statutory requirements. If so, we will develop a pilot program.
173	Alternative airplane noise metric evaluation deadline	Study alternatives to the DNL.	10/5/19.	Complete.
174	Updating airport noise exposure maps	Requires submission of an updated noise exposure map in certain instances.	No due date - change in policy.	Complete.
175	Addressing community noise concerns	Study dispersion for new departures or airspace changes (on existing departures) at 6,000 feet or lower at the request of an airport.	No due date.	In compliance, because FAA will consider any valid request from an airport but FAA is still formalizing repeatable process.
176	Community involvement in FAA NextGen projects located in metroplexes	Review community engagement practices at Metroplex sites and report on ways to improve.	Review due 4/5/19. Report due 6/5/19.	Complete. Report was submitted to Congress 7/2/20.
178	Terminal sequencing and spacing	Provide a briefing on status of TSAS implementation across all metroplexes	Briefing due 12/5/18.	Complete. Briefing complete on 11/27/18.

179	Airport noise mitigation and safety study	Review existing studies and analysis of relationship between approach and takeoff speed and noise impacts and submit a report.	Initiate the review by 10/5/19. Report due 10/5/20.	Complete. The FAA submitted the report on 12/29/20.
180	Regional ombudsmen	Designate ombudsmen for each region	Designate all ombudsmen by 10/5/19.	Complete.
182	Mandatory use of the New York North Shore Helicopter Route	Take comments, hold a hearing and assess the North Shore route	All due by 11/4/18.	Completed all tasks on time.
183	State standards for airport pavements	Requires FAA to provide technical assistance to a state to develop standards, for pavement on nonprimary public-use airports in the State	No due date - change in policy.	Complete. Updated the appropriate advisory circular 12/6/19.
186	Stage 3 aircraft study	GAO study reviewing costs and benefits of phasing out stage 3 aircraft.	No FAA due date. GAO's study was due April 2020.	GAO study completed August 2020.
187	Aircraft noise exposure	Publish the noise survey with any recommendations determined necessary related to land use compatibility guidelines in part 150.	10/5/2020.	The study was released. Late on the report articulating recommendation.
188	Study regarding day-night average sound levels	Study alternatives to the DNL and publish a report on the findings	Study and report due 10/5/19.	Complete. The report was submitted to Congress 6/24/20.

189	Study on potential health and economic impacts of overflight noise	Study health impacts attributable to noise exposure from aircraft	Enter into an agreement with university by 4/5/19. Submit the results of the study 90 days after receiving them.	Completed the agreement – it is with Boston University & MIT. It will be several years before they complete their study.
190	Environmental mitigation pilot program	Establish pilot program where up to 6 airports could receive grants for mitigation projects to reduce or mitigate aviation impacts on noise, air quality or water quality within 5 miles of an airport.	No due date.	FAA issued a Federal Register notice on May 10, 2021. Section 190 required the FAA to create a pilot program for environmental mitigation. FAA provided the Notice of Funding Opportunity for the Environmental Mitigation Pilot Program, 86 Federal Register 25060, on May 10, 2021. The notice explained that FAA was accepting pre-applications from eligible airports and consortia for the Environmental Mitigation Pilot Program. The program will fund up to six projects that will measurably reduce or mitigate aviation impacts on noise, air quality or water quality at an airport or within five miles of the airport. Public-use airport operators had until July 9, 2021, to submit a pre-application to the FAA.

				Once FAA has reviewed all applications, the Agency will fund up to six projects that provide the greatest environmental benefits. The cost of each project cannot exceed $2.5 million. The federal share of the project cost is 50 percent with the selected airports providing the other 50 percent. Grants will be made from the noise and environmental set-aside of the Airport Improvement Program.