

Airport/Community Noise Roundtable and FAA Support

Presented to: Western Service Area Noise Forum



Airport/Community Noise Roundtables and FAA Support

- A collective/comprehensive effort is necessary to address impacts generated by aircraft noise
- Any effort will require support from:
 - Airport Sponsors
 - Airlines Industry, and Other System Users
 - Elected Officials
 - Community Members
 - Aircraft and Engine Manufacturers
 - FAA
- An effective mechanism is an Airport/Community Noise Roundtable



Airport/Community Noise Roundtables and FAA Support

- There are several Roundtables in the Western Service Area:
 - SFO Roundtable
 - OAK Noise Forum
 - Santa Clara/Santa Cruz Roundtable
 - LAX Roundtable
 - SAN Airport Noise Advisory Committee
 - SEA Stakeholder Advisory Roundtable
 - Centennial Roundtable
 - Others are Adhoc in nature



Airport/Community Noise Roundtables and FAA Support

- Airport/Community Noise Roundtables are:
 - Organizations designed to address community concerns over a sustained period of time regarding aircraft operations at a nearby airport
 - Voluntary, often formed by an airport, local government, or by agreement among multiple jurisdictions
 - Advisory in nature, but can provide the FAA with valuable feedback and insight
 - Can provide the FAA assistance and advise on community outreach and informational needs
 - Typically have charters or bylaws that provide structure for membership, running meetings, scope of issues being addressed, decision-making, and meeting minutes/archived presentations



Airport/Community Noise Roundtables and FAA Support



- Typically Roundtable membership includes:
 - Airport Sponsor
 - Airlines and other System Users
 - Communities surrounding an airport
 - Elected Officials
- The FAA may (and should) attend roundtable meetings to provide technical information and assistance, as well as listen to public concerns
- It is important to remember that the FAA is not a voting member of the Roundtable



Airport/Community Noise Roundtables and FAA Support

- The FAA may support Airport/Community Roundtables by:
 - Providing technical information, data, and advice
 - Providing technical expertise on operational issues and airspace design
 - Educate roundtable members on FAA policy, practices, and lessons learned
 - Inform roundtable members of upcoming changes to the NAS, and community involvement activities/events



Airport/Community Noise Roundtables and FAA Support

- FAA participation at primary Airport/Community Noise Roundtables will come from the Regional Administrator's (RA) Office. If technical expertise is needed, the RA will arrange for the appropriate individual to accompany them to the roundtable. The roundtable chairperson will be informed in advance of any additional individuals attending
- If technical information is requested for an upcoming roundtable meeting, the FAA requests a 30 day advance notification. In some cases, a longer period may be necessary
- The RA will answer questions, as appropriate, but may not have all the answers. They will take notes, and respond to the roundtable chairperson, or at the next roundtable meeting
- Meeting decorum is essential, a facilitator often aids in a successful and productive roundtable meeting

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Airport/Community Noise Roundtables and FAA Support

- Many Airport/Community Noise Roundtables have technical sub-working groups, or adhoc committees, to address a specific recommendation
- Once a recommendation has been fully discussed, vetted, and formally agreed upon by the roundtable, and the associated Airport or Airports, the FAA (through the RA's Office) will assign the appropriate Subject Matter Expert(s) (SME) to participate with the working group. This individual(s) may come from the local ATC facility, or the ATO Western Service Center (WSC). This is not a permanently assigned duty (or individual). They are intended to work on only a specific project. Other SME's may be identified on future projects, depending on need

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Feasibility – what does it mean?



See notes section for definitions

- There are four feasibility measures:
 - Technical feasibility
 - Operational feasibility
 - Environmental feasibility
 - Financial feasibility
- Actionable processes:
 - Design/Development
 - Environmental Review/Assessment/Study
 - Safety Risk Management
 - Training
 - Implementation



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- After the FAA determines to move forward with a specific recommendation/project, they must conduct environmental and safety assessments/reviews/mitigations. The National Airspace System (NAS) is extremely complex, and amazingly runs 24/7/365 with few incidents. Changes to the NAS go through extensive modeling, assessments, and reviews. These processes may take months to years to complete (depending on the project).
- The FAA can provide the roundtable with updates and milestones along the way



Roundtable Recommendations

- Currently there are hundreds of recommendations from various roundtables.
- The ATO WSC must analyze, determine technical feasibility, and respond to each recommendation. This takes considerable resources to complete (months to respond)
- Many recommendations are known to be a “bridge too far” and should not be submitted
- The recommendation backlog is considerable. The same ATO specialists work feasibility determinations as well as actionable processes. It’s a resource issue (human, financial)



Help us, help you - by limiting recommendations to those which have the best chance of success



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- The most effective roundtable recommendations reflect consensus among its membership, which includes considering issues and inputs from all potentially affected communities. It should not be about noise shifting. Consensus recommendations tend to result in long-term, satisfactory solutions and reflect the need to balance competing interests.
- Bottom line: We are all in this together, and we are stronger when we address these issues together. We need to form alliances to effectively address the growing concern around aircraft noise

https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/

