

FAA Advisory Report



N.O.I.S.E. Policy Summit – Austin, TX
Ambrose W. Clay, Councilman, College Park, GA



FAA Advisory Roles – Clay



- PARTNER/ASCENT
 - Advisory Board to the PARTNER & ASCENT Centers of Excellence (COEs)
- ARAC
 - FAA - Aviation Rulemaking Advisor Board
- ACRP-02-48
 - NAS TRB - Airport Cooperative Research Panel – Helicopter Noise




PARTNER




- FAA COE - Partnership for Air Transportation Noise and Emissions Reduction
 - 10 year authorization has expired
- Representing: Community Perspective – City of College Park
- Public Web: <http://partner.mit.edu>
- Advise COE Research on Noise, Emissions, and Climate Change

PARTNER (cont)







PARTNER
Partnership for Air Transportation
Noise and Emissions Reduction

ABOUT | NEWS & EVENTS | REPORTS & PAPERS | PROJECTS



RECENTLY ADDED:

-  **PROJECT:**
Alternative Jet Fuel Sustainability
-  **REPORT:**
The Number-of-Events as a Predictor Variable in Aircraft Noise Annoyance Models. K. Foertsch and P. Davies
-  **PAPER:**
Economic and emissions impacts of renewable fuel goals for aviation in the US
-  **REPORT:**
Project 40 Final Report

PARTNER — the Partnership for Air Transportation Noise and Emissions Reduction — is a leading aviation cooperative research organization. An FAA Center of Excellence, PARTNER is sponsored by the FAA, NASA, Transport Canada, the U.S. Department of Defense, and the U.S. Environmental Protection Agency.



ASCENT




- FAA COE – Alternative Jet Fuels & Environment
 - Replaces PARTNER whose 10 year authorization has expired
- Representing: Community Perspective – City of College Park
- Public Web: <http://ascent.aero>
- Advise COE Research on Alternative Jet Fuels & Environment

ASCENT (cont)



FAA CENTER OF EXCELLENCE FOR ALTERNATIVE JET FUELS & ENVIRONMENT

Home Partners/Advisory Committee



Focusing
on meeting the environmental and energy goals of the Next Generation Air Transportation System, including reducing noise, improving air quality, reducing climate impacts, and energy efficiency.

Exploring
ways to produce sustainable aviation fuels at commercial scale, creating an industry with the potential for large-scale economic development and job creation.

Discovering
science-based solutions will benefit the aviation industry and improve the health and quality of life of those living and working around airports.



ARAC



- FAA – Aviation Rule-Making Advisory Board
- Representing Community Perspective – N.O.I.S.E.
- Public Web:
http://www.faa.gov/regulations_policies/rulemaking/committees/documents/index.cfm/committee/browse/committeeID/1
- Provide advice and recommendations concerning a full range of aviation-related issues

ARAC (cont)



The screenshot displays the FAA website's 'Advisory and Rulemaking Committees' page. The top navigation bar includes links for 'FAA Home', 'Jobs', 'News', 'About FAA', 'A-Z Index', and 'FAA for You...'. A search bar is located on the right. Below the navigation bar, a blue banner contains links for 'Aircraft', 'Airports', 'Air Traffic', 'Data & Research', 'Licenses & Certificates', 'Regulations & Policies', and 'Training & Testing'. The main content area is titled 'Advisory and Rulemaking Committees' and 'Aviation Rulemaking Advisory Committee (ARAC)'. It includes a breadcrumb trail: 'FAA Home > Regulations & Policies > Rulemaking > Committees > Documents'. A sidebar on the left lists various FAA resources: 'Advisory Circulars (ACs)', 'Airworthiness Directives (ADs)', 'FAA Regulations', 'Forms', 'Handbooks & Manuals', 'Notices to Airmen (NOTAMS)', 'Orders & Notices', 'Policy & Guidance', 'Reauthorization', 'Rulemaking', 'Committees', 'Documents', and 'Temporary Flight Restrictions (TFRs)'. The main content area features a search box for documents, with filters for 'Committee Type' (All), 'Document Type' (All), and 'Status'. Below the search box, the 'Committee Purpose' is described: 'The Federal Aviation Administration tasks the Aviation Rulemaking Advisory Committee (ARAC) to provide advice and recommendations concerning a full range of aviation-related issues. Order 1110.119 renews the ARAC charter from September 17, 2014 to September 17, 2016.' The 'Charter Expiration Date' is listed as 'September 17, 2014'.


ACRP - 02-48



- National Academy of Sciences – Transportation Research Board - Airport Cooperative Research Panel – Helicopter Noise
- Representing Community Perspective – Myself
- Public Web:
<http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=3694>
- Initiate and oversee research regarding Assessing Community Annoyance of Helicopter Noise

ACRP - 02-48 (cont)



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ACRP 02-48 [Active]

Assessing Community Annoyance of Helicopter Noise

Project Data	
Funds:	\$699,778
Staff Responsibility:	Joseph D. Navarrete
Research Agency:	Landrum and Brown
Principal Investigator:	Vincent Mestre
Effective Date:	6/3/2014
Completion Date:	6/2/2016

BACKGROUND

Non-military helicopter activities include operations for commuting, tourism, offshore transportation, law enforcement, medical response, and information gathering. Helicopter noise is currently evaluated with the same land use compatibility guidelines used for fixed-wing aircraft noise, with sound exposure levels at or above Day-Night Average Sound Level (DNL) 65 dB, judged as a significant impact. However, DNL values produced by helicopters are usually well below this level, even for relatively high levels of helicopter activity. Helicopter noise differs from fixed-wing aircraft noise in many ways. Helicopter operations and the routes they fly are more variable than those for fixed-wing aircraft and often occur at lower altitudes. In addition, the frequency content, sound level onset and decay rates, and duration constitute a unique noise signature that differs significantly from that of fixed-wing aircraft. These distinctions may result in differences in human reaction to helicopter noise versus fixed-wing aircraft noise. There may also be other psychological factors affecting human response to helicopter noise, including detectability and perceived safety and privacy concerns. There is currently a general lack of understanding regarding the relationship between helicopter noise and community response. In 2004, an FAA Report to Congress, "Nonmilitary Helicopter Urban Noise Study," recommended that "additional development of models for characterizing the human response to helicopter noise should be pursued." To date, no such work has been done.

Research is needed to better understand the factors affecting community annoyance to helicopter noise.

OBJECTIVES

The objectives of this research are to: (1) determine the significance of acoustical and non-acoustical factors that influence community annoyance to helicopter noise, (2) describe how these factors compare to those contributing to fixed-wing aircraft community annoyance, and (3) develop and validate a research method to relate helicopter noise exposure to surveyed community annoyance.

STATUS: Research is underway. The panel approved the amplified work plan, and a site visit was conducted in the summer of 2014. The contractor's first interim report is scheduled to be provided in October 2014.

To create a link to this page, use this URL: <http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=3094>

Transportation Research Board, 600 Fifth St. NW, Washington, D.C. 20001
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THE NATIONAL ACADEMIES
Matters to the Nation on Science, Engineering, and Medicine



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