**What is being done?**
The FAA is conducting research (through an experienced contractor) to better understand the impacts of aviation noise on the community, specifically annoyance due to aviation noise. This research will provide data for the development of a new dose-response curve (a dose-response curve is a graphic representation of the relationship between an exposure and an impact).

**Why is FAA undertaking this study?**
The FAA is embarking on this research because despite the huge decrease in the number of people exposed to significant aircraft noise (i.e. DNL 65 dB or higher), opposition to and challenges regarding aircraft noise have not decreased. In addition, current policy is based on data that are almost 40 years old. This survey will provide updated data that could be used to re-evaluate the use of DNL 65 dB as the threshold of significant noise impact.

**What will happen when the study is completed?**
The survey results and noise exposure values are meant to update the dose-response curve between noise exposure and a resulting impact on the communities in the vicinity of airports. In this case, the dose-response curve will show noise level, expressed in in Day-Night Average Sound Level (DNL), and annoyance, expressed in Percent Highly Annoyed (%HA). Based on these results, the FAA will determine what actions are appropriate. For example, the FAA may pursue additional research, it may pursue a policy update, or it may not do either.

**How many airport communities will be surveyed?**
The survey will be administered in communities around twenty U.S. airports. The selected airports represent over half of the people exposed to DNL 65 dB in the U.S., and just under half of people exposed to DNL 55 dB as of 2013.

**How is the survey being implemented?**
The survey will be conducted by mail. Some of those responding to the mail survey will be given an opportunity to participate in a longer (about 20 minute) telephone survey.

**How were the 20 airports chosen?**
The airports were chosen to reflect a variety of characteristics (such as size, geographic location, climatic zone, operational characteristics, etc.) using a statistical method called “balanced sampling”.

**How many people will be surveyed around each airport?**
A statistically significant number of people in each 5 dB band between DNL 50 dB and DNL 70 dB will be surveyed. The goal of the survey is to capture approximately 12,000 total responses from members of the airport community affected by aircraft noise.

**How will the people to be surveyed be chosen?**
Individuals within each 5 dB band will be chosen randomly for participation in the survey.

**Who is doing the work for the FAA?**
The FAA has contracted with experienced consultants consisting of experts in relevant fields such as statistical design, data collection and management, environmental (including
aviation noise), and social survey research.

**When will the results be made available?**
Once it begins (we expect the survey to begin in the summer or early fall 2015), the survey process will take approximately a year, followed by 6-8 months of analysis. The survey will be distributed in multiple phases to the communities around the 20 airports for 12 months, with additional surveys being released every few months. The FAA has said they believe that the data analysis phase of the study will be completed in late 2016. Once that process is complete, the FAA will coordinate internally and with other Federal Agencies to decide what subsequent actions should be taken. If the agency determines that changes are needed to policies/guidance/regulations, it would embark on a public review and comment period. Based on past experience, ACI would expect this process to take at least a year but can't predict with any accuracy.