

Annual UC Symposium on Aviation Noise & Air Quality

FAA's CatEx2 Decision

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Federal Aviation
Administration



Legislative Text of Catex 2

FAA Modernization and Reform Act of 2012

Sec. 213(c)(2): “(2) NEXTGEN Procedures. - Any navigation performance or other performance based navigation procedure developed, certified, published, or implemented that, in the determination of the Administrator would result in measurable reductions in fuel consumption, carbon dioxide emissions, and noise, *on a per flight basis*, as compared to aircraft operations that follow existing instrument flight rules procedures in the same airspace, shall be presumed to have no significant affect on the quality of the human environment and the Administrator shall issue and file a categorical exclusion for the new procedure.”



Background

- **Implementation of Catex 2 required development of a methodology to determine measureable reductions in noise on a per flight basis as the statute directs.**
- **FAA tasked the NextGen Advisory Committee (NAC) for assistance.**
- **Using a Task Group of representatives from airlines, airports, manufacturers, aviation associations, consultants, and community interests, the NAC recommended an approach called the “Net Noise Reduction Method”.**



Background (continued)

- **FAA solicited broader public review of this methodology for 60 days via a Federal Register notice.**
- **Comments received by FAA revealed a diverse set of views from support for catexes to opposition**



NAC Recommendation

- **The method would determine that PBN procedures measurably reduce noise if the people receiving less noise outnumber the people that would receive more noise, when comparing PBN to existing procedures. Net population increases at higher noise levels may trigger a test for significant noise increases that could exclude use of the Catex**



FAA's Decision

- **The noise determination for Catex 2 will be met if proposed PBN procedures, when compared to existing procedures they replace, would result in a net noise reduction based on average DNL changes and would not significantly increase noise.**



Modifications from NAC Recommendation

- **FAA will base the determination of measurable reductions in noise on net changes in noise, instead of net changes in the affected population, to be more consistent with the statute.**
- **FAA interprets measurable reductions in noise to preclude situations where noise increases would otherwise be significant, and will not use Catex 2 in these situations.**



Next Steps

- **The Catex 2 implementation decision will be published in the Federal Register, responding to the first Federal Register comments**
- **Implementing guidance will be issued for FAA's NEPA staff to use.**

