

# Airport Noise Report



A weekly update on litigation, regulations, and technological developments

Volume 35, Number 12

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## FAA

### QUIET SKIES: UNIVERSITIES TO RESEARCH WAYS TO REDUCE AVIATION NOISE

*[article removed from this post]*

## FAA Reauthorization

### COMMUNITY COALITION DEFINES ISSUES THEY WANT ADDRESSED IN FAA REAUTH. BILL

In unified action that shows their evolution into a more potent and cohesive political force, some 67 grassroots community groups from around the country submitted to the House Transportation & Infrastructure Committee and the Senate Commerce Committee legislation and ideas for legislation they would like to see enacted in the new FAA reauthorization bill currently under development.

The group urged the committee leaders to include in the new FAA reauthorization bill some 14 specific House bills (three new bills currently in draft form, five bills already introduced in the new Congress, and six bills expected to be reintroduced in the House).

The three draft bills will be introduced by Rep. Stephen Lynch (MA), co-chair of the Congressional Quiet Skies Caucus. They are:

- **The Impacted-Communities Advisory Committee draft bill**, which would require the FAA to establish an advisory committee of 30 members who live in communities substantially impacted by noise from commercial aviation, general

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aviation, and currently or potentially impacted communities from Advanced Air Mobility;

- **The Peer-Reviewed Report on Metrics and Thresholds draft bill**, which would require the FAA to sponsor a National Academies of Sciences, Engineering, and Medical Division-led consensus report, with a subcontract to Engineering Division, to recommend a system of measuring noise, in accordance with the Aviation Safety and Noise Abatement Act (ASNA), that, with a highly reliable relationship, categorizes noise levels to determine compatibility for residential use and high annoyance areas. As required by ASNA, the system for measuring and categorizing noise must use surveyed reactions of people (i.e. the Neighborhood Environmental Survey study).

- **The Noise Data Collection draft bill**, which would require the FAA to report, on an annual basis, the current reporting of Population Exposure at DNL 65 dB and to expand the reporting to Population Exposure at DNL 46 dB and DNL 55 dB to reflect the Congress' goal and the EPA's 1977 strategy for achieving it, and the FAA's 2021 Neighborhood Envi-

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ronmental Survey (NES) results.

In addition, the community coalition recommended that language addressing a broad array of 14 aircraft noise issues – including noise metrics, CATEX usage, RNAV dispersion, and other issues of concern – be included in the new FAA reauthorization.

The community coalition’s April 3 letter, with specifics on their recommended legislation was attached to the email that brought you this week’s issue of ANR.

“The undersigned community groups urge you to prioritize the enactment of the FAA reauthorization that ensures a National Aviation System that works for all – one that not only addresses the needs of the American Aviation Industry, airline-traveler, and the American Aviation Workers, but also everyday Americans who are harmed by the collateral impacts of aviation, the community groups wrote in their April 3 letter to House T&I Committee Chair Rep. Sam Graves (R-MO) and Ranking Member Rep. Rick Larsen (D-WA) and Senate Commerce Committee Chair Sen. Maria Cantwell (D-WA) and Ranking Member Sen. Ted Cruz (R-TX).

The community groups – including the Aviation-Impacted Communities Alliance (AICA), which was formed in June 2022 – said they “actively conceptualized new bills and collaborated with Congressional, and the Quiet Skies Caucus on a slate of recommended legislation and amendments for the FAA Reauthorization Act of 2023.

In past years, community groups have acted individually to get noise issues of concern addressed in prior FAA reauthorization bills. This is the first year where ANR has seen a large coalition of community groups speaking to Congress with one voice.

ANR asked Darlene Yaplee and Cindy Christiansen, PhD, the co-founders of the AICA, how they managed to get all the community groups on the same page in terms of what they want the new FAA reauthorization to include in terms of aircraft noise mitigation. Following is their reply:

“Our strategy is to focus on a national slate of legislation that addresses the concerns of the communities with respect to aviation impacts of noise, emissions, and health from Commercial Aviation, General Aviation, and Aviation Air Mobility (AAM). Guidance from staffers and knowledge from past efforts underscored the importance of having a list of both short-term and long-term legislation. Although we want complete solutions now, we recognize the value of short-term items that meaningfully contributed to solving critical aviation impact problems.

“Given our experience with the FAA Reauthorization Act of 2018, many community group leaders saw the benefit of a strengthened, national voice and joined a unified community effort for a recommended list of legislation. Our FAA Reauthorization Act of 2023 project is built on the track record of AICA and community organizations' prior collaborative projects e.g., Noise Policy Review and NextGen Advisory Committee Membership.

“AICA emphasized an inclusive effort over many months of collaboration with and by numerous community groups and Congressional staffers who actively developed and reviewed bill language for the final recommended legislation list.

“Our slate of legislation empowers community group efforts with their local Congressionals by verifying local issues as a national problem and providing confirmation by 67 community groups that the issues are shared nationally.

“Our work is not done. In the months ahead communities will continue work with their Congressionals to include the community groups' legislation in the Reauthorization. We also ask for a House Transportation and Infrastructure Committee hearing on "Protecting Communities from Adverse Aviation Impacts.”

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