

# Comment to NextGen Advisory Committee (NAC)

Friday, February 10, 2023



For the public speak agenda item for the NAC meeting on **February 28, 2023**

The FAA uses the graphic in [Figure 1](#) to show a steep decline in the number of people exposed to significant aviation noise while over the same time, the number of passenger enplanements has skyrocketed.

The graphic is misleading for several reasons.

1. The outdated DNL65 is used to define significant aviation noise and to count the number exposed. From the FAA's Neighborhood Environmental Survey (NES) study we now have scientific evidence that significant exposure to aviation noise occurs at approximately the DNL45 threshold, not 65.
2. The reported exposure covers 45 years – 17 FAA Administrators ago or about the number of years since the first female airline pilots were hired by US airlines.
3. Since 2010, the year that NAC was established, there has been an upward trend in the number exposed, a 39% increase over the last 10 pre-Covid years. See [Figure 2](#).
4. FAA's graphic (Figure 1.) is misleading. It does nothing to help remedy the health and quality of life consequences created by NextGen.

The FAA and the NAC can do better than this. Major societal problems, like exposure to excessive aviation noise, will not be solved without accurate information that is reported scientifically and objectively.

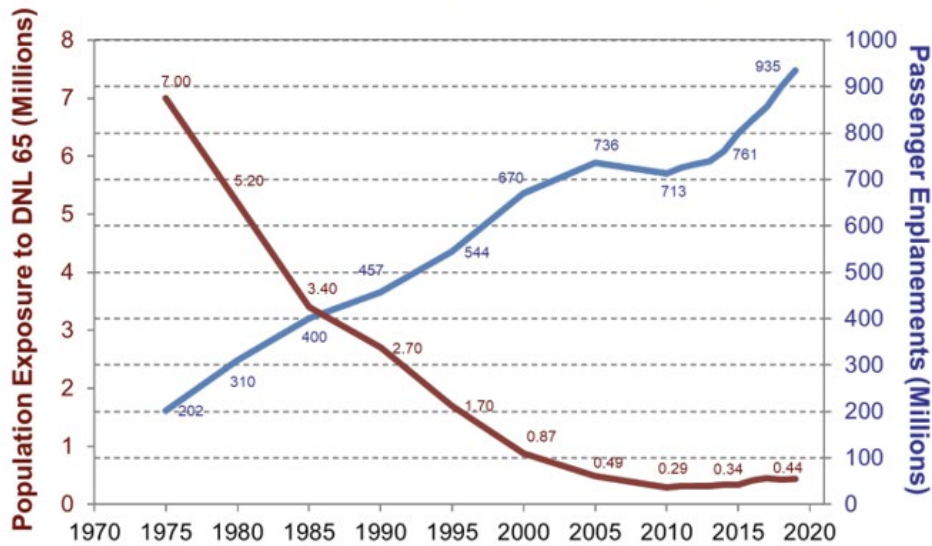
Cindy L. Christiansen, PhD

[Aviation-Impacted Communities Alliance](#)

**Figure 1. FAA's Misleading Exposure Graphic**

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### Historical Trends in Noise Exposure and Enplanements



*Over a ninety percent decrease in community noise exposure while increasing enplanements by nearly a factor of five; however, the noise experience is different than it was in decades past*

source: FAA enplanement data and noise analyses using AEDT

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**Figure 2. Uses the Same Exposure Data as in Figure 1**

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