

# Comment to NextGen Advisory Committee (NAC)

February 15, 2023



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

The January 2021 FAA Neighborhood Environmental Study results showed that a significant number of people (12.3%) are highly annoyed at a much lower DNL (about 46 DNL) instead of the outdated “Schultz Curve”, which estimated 12.3% highly annoyed at 65 DNL.

- 4 months after the NES results, FAA Administrator Dickson announced the FAA/FMCS agreement for a noise policy review.
  - “We are bringing on board the Federal Mediation and Conciliation Service (FMCS) to assist with designing an inclusive and participatory policy review framework and process that prioritizes input from substantially affected stakeholders, including local communities. The FMCS will also facilitate these internal and external stakeholder dialogues. This will not be a short, simple, or superficial undertaking. It will be robust, data-driven, and inclusive. We can provide update briefings as the review gets underway.”
- Unfortunately, our experience has been the opposite of this.
- One year after finalizing the FAA/FMCS agreement and to our knowledge there had been no noise-policy update nor inclusion of local communities.
- Therefore, for FAA transparency and accountability, the Aviation-Impacted Communities Alliance (AICA) obtained a copy of the Interagency agreement and an update through 2 sequential FOIA requests.
- What did we uncover?
  - ~Half the project, Task 1 and most of Task 2 were completed by September 1, 2022 which means local communities were excluded from:
    - background research or interviews, and
    - identifying and prioritizing goals, concerns and considerations.
  - Although Task 1 states including “key external stakeholders”, local communities were excluded.
  - The agreement requires monthly status reports, but according to the FAA the FMCS has only provided reports verbally
  - Overall– deeply impacted, local communities have been excluded which highlights a flawed engagement process and which distorts all subsequent tasks in the agreement.
- Please support the Quiet Skies Caucus request for FAA to be inclusive and establish a national committee of impacted communities to best represent communities in the noise policy review process and in the realities of NextGen aviation impacts.
- “It is the FAA’s responsibility to serve not only the aviation industry but also everyday Americans who are harmed by collateral impacts of the aviation industry”.

Darlene Yaplee

[Aviation-Impacted Communities Alliance](#)