

[The following press release was originally published on Congressman Tom Suozzi's website at <https://suozzi.house.gov/media/press-releases/suozzi-continues-fight-quiet-skies>.]

Suozzi Continues Fight to Quiet the Skies

September 16, 2024 | Press Release

WASHINGTON, D.C. – Congressman Tom Suozzi (D - Nassau, Queens) led a bipartisan group of 40 members of the House, sending a letter ([attached](#)) to Transportation Secretary Pete Buttigieg and FAA Administrator Michael Whitaker urging the agencies to prioritize community engagement as they implement airplane noise provisions in this year's FAA Reauthorization Act. The letter supports the Aviation-Impacted Communities Alliance's (AICA) July letter to the Transportation Secretary "seeking sufficient representation for FAA committees and community feedback provisions in FAA Reauthorization Act of 2024."

Suozzi is Vice-Chair of the Congressional Quiet Skies Caucus. "Airplane noise is an issue today in part because the FAA has continually failed to consider community input over the years. On the heels of the bipartisan passage of the FAA Reauthorization Act of 2024, we urge the FAA to ensure robust community participation throughout the implementation of the Reauthorization's airplane noise provisions," **Suozzi stated**.

Members of airport-adjacent communities as far as 20 miles away from a major airport have long known what the FAA has only recently acknowledged: that aviation noise poses a far greater daily nuisance and health risk than originally anticipated. Studies show that aviation noise disrupts sleep, causes chronic stress, and leads to a higher risk of cardiovascular disease, hypertension, and mental illness. These risks, combined with the FAA's past failures to recognize the effects of its aviation noise policies, underscore the importance of incorporating community feedback into policy conversations.

"I hear from D.C. residents almost daily about the negative impact of aircraft noise on their lives, despite the airspace restrictions related to being the nation's capital," **said Congresswoman Eleanor Holmes Norton (D-DC)**. "The noise can be damaging to health and quality of life and can even harm the structural integrity of homes. As a co-chair of the Quiet Skies Caucus, I am pleased to join my colleagues to urge the FAA to consider feedback from representatives of airport-adjacent communities when making policy determinations."

"Greater Boston neighborhoods and surrounding towns have been continuously impacted by airplane noise that has disrupted their daily lives for years," **said Congressman Stephen Lynch (MA-08)**. "It is very concerning that many areas, from South Boston to Dorchester to Milton and the South Shore, are disproportionately

impacted by their exposure to airplane noise and poor air quality. We cannot allow our most burdened areas to continue to be subjected to the increased health risks that come with living in close proximity to the FAA's designated flight paths. It is vital that the communities that suffer the most have the opportunity to provide input as the FAA begins to implement the airplane noise provisions included in the FAA Reauthorization Act of 2024."

"I'm proud to represent communities around Chicago's O'Hare airport. With that comes the responsibility of listening to residents who are understandably frustrated about excessive airplane noise, which can impact both mental and physical health. This Congress, I worked with my colleagues to include critical provisions in the bipartisan FAA Reauthorization bill to ensure communities impacted by airplane noise can provide feedback to the FAA. I urge the FAA to implement these provisions quickly so communities impacted by airplane noise can have a voice," **said Congressman Mike Quigley (IL-05)**.

In addition, Suozzi encouraged the FAA to prioritize the formation of the Aircraft Noise Advisory Committee (ANAC) to meet the statutory deadline of November 12, 2024. The FAA and local airport authorities receive thousands of noise complaints every month, making it clear that the agency's current noise policies are not working for airport-adjacent communities. It is essential that the FAA move quickly to establish the ANAC so that communities can experience relief sooner rather than later.

Since taking office in 2017, Suozzi has been navigating the complex maze of the Federal Aviation Administration (FAA), trying to sort out the jurisdictional issues. In 2017, he became Vice Chair of the Congressional Quiet Skies Caucus.

Over the years, Suozzi testified several times before congressional hearings, chaired multiple meetings with relevant federal agencies, and secured significant noise and safety provisions in the FAA Reauthorization Act of 2018.

In 2019, Congressman Tom Suozzi brokered multiple deals with the FAA Eastern Regional Office to alter arrival procedures for JFK runway 22L/R. Under this procedure, aircraft landing on runway 22L/R must remain at or above 3,000 ft until they are within 15 miles of the airport. Air traffic controllers implemented this guidance, and airplane noise impacts decreased. However, the guidance was inexplicably abandoned 18 months later. Airplanes are now flying at altitudes closer to 2,000 ft at distances over 15 miles away from JFK, needlessly disrupting residents' daily lives once again.

In July, Suozzi and local Republicans [met with FAA](#) and Port Authority officials to discuss a new plan to evaluate "continuous descent final approach" protocols to optimize noise reduction and to "reevaluate a procedure maintaining a minimum of 3000' altitude on approach to 22L/R at JFK."

Last month, Tom Suozzi, joined by state and local officials, wrote a strong [letter](#) to Administrator Michael Whitaker and Regional Administrator Marie Kennington-Gardiner

of the Federal Aviation Administration (FAA) to consider alternate approach procedures for flights into John F. Kennedy International Airport (JFK). The current procedures bombard Long Island communities with unsustainable noise loads and must be modified as soon as possible.