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Airport Noise Report



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FAA Aircraft Noise Advisory Committee

QUIET SKIES CAUCUS DEMANDS FAA SOLICIT MEMBERS FOR ANAC BY THE END OF JUNE

On May 27, some 32 members of the Congressional Quiet Skies Caucus sent a bipartisan letter to Transportation Secretary Sean Duffy and FAA Administrator Bryan Bedford demanding that the FAA act immediately to do the following:

- Solicit members by the end of June for the new FAA Aircraft Noise Advisory Committee (ANAC) mandated in the FAA Reauthorization Act of 2024 and convene the first ANAC meeting by the end of 2026, and;
- Hold public meetings for community members near every U.S. airport that has received 10 or more noise complaints in the last year.

On Jan. 14, 2025 – almost a year and a half ago – the FAA formally established ANAC by filing the Advisory Committee’s Charter with the U.S. General Services Administration (37 ANR 33). But members still have not been appointed to the new Federal Advisory Committee and the FAA has not said publicly when they will be.

Congress directed FAA to form ANAC so that the advisory committee – whose members were dictated by Congress and will represent key sectors of the aviation industry as well as community members – can assist the FAA in determining whether and how to update its half-century-old aviation noise policy.

FAA has said that it will not consider updating its aviation noise policy until ANAC completes the 18-month work program for the committee defined by Congress.

But even if ANAC would hold its first meeting at the end of 2026, as the Quiet Skies Caucus demands, it would be mid-2028 – nearing the end of the Trump presidency – by the time ANAC recommendations on what needs to be done with FAA’s aviation noise policy and FAA’s response to them would be submitted to Congress.

If the Trump administration wanted a serious examination of FAA’s aviation noise policy to reconstruct it to reflect current science and address noise problems from NextGen flight paths and future aircraft types, one would expect that the agency would have ANAC up and running by now.

If, however, the Trump administration has decided that it wants no reconsideration of FAA's outdated shell of an aviation noise policy, we will see DOT/FAA continue to stall on activating ANAC.

Threat to Human Health

Rep. Thomas Suozzi (D-NY), who serves as a Vice-Chair of the Congressional Quiet Skies Caucus, prepared the Caucus' letter to DOT and FAA. It highlights the serious threat aviation noise poses to human health, with impacts going far beyond typical annoyance.

"Airplane noise is more than just a nuisance for families in Queens and on Long Island [Suozzi's district]. It's a serious quality-of-life issue that affects the mental and physical health of constituents across my district," said Congressman Suozzi.

"For too long, residents have been forced to live with relentless noise overhead. There are solutions that reduce the noise burden on our communities without compromising safety, and it's beyond time to implement them."

Said Quiet Skies Caucus Co-Chair, Congressman Stephen Lynch (D-MA), "The volume of airplane noise complaints we continue to see across the Greater Boston area makes clear that communities are still being overwhelmed by concentrated flight paths and excessive aircraft operations. This year alone, Massport has already received more than 41,000 noise complaints statewide, including about 3,500 from the Eighth Congressional District.

"As Co-Chair of the Quiet Skies Caucus, I remain committed to ensuring the FAA follows through on its obligation to engage impacted communities directly, convene the Aircraft Noise Advisory Committee without further delay, and take meaningful action to address the public health impacts of aviation noise."

Added Quiet Skies Caucus Co-Chair Congresswoman Eleanor Holders Morton (D-DC), "D.C. residents and airport adjacent communities across the country deserve relief from excessive aviation noise that disrupts daily life and which, study after study shows, threatens public health.

"Congress required the FAA to establish an Aircraft Noise Advisory Committee that includes meaningful community representation, yet the agency has failed to even solicit potential members for the ANAC, 18 months past the statutory deadline. As progress forming the ANAC stalls, there are communities affected by aviation noise that have been denied the opportunity to engage directly with the FAA through public meetings for months, if not years. The FAA must finally give affected residents a seat at the table and engage directly with communities living under flight paths."

Said Quiet Skies Caucus Vice-Chair, Congressman Mike Quigley (D-IL), "Airplane noise from O'Hare continues to disrupt my constituents' daily lives and damage their health.

As a member of the Quiet Skies Caucus, I have tried to partner with the administration on solving this issue, but the FAA's response has been neither helpful nor satisfactory.

“If the FAA is serious about reducing airplane noise in our communities, they should meet with the general public to be held accountable. They must also comply with the 2024 FAA Reauthorization Law and establish an Aircraft Noise Advisory Committee capable of helping Americans.”

The Quiet Skies Caucus letter is also supported by the Aviation-Impacted Communities Alliance (AICA).

Darlene Yaplee, President and Co-Founder of AICA, said, “Advocates nationwide applaud the Congressional Quiet Skies Caucus for amplifying the concerns of communities enduring the impacts of aviation every day. Communities’ lived experience must be fundamental to the ANAC when operationalized, and the FAA’s Aviation Noise Complaint & Inquiry Response portal must evolve beyond a complaint intake system to capture systemic concerns and inform mitigation efforts and noise policy discussions. Congressional intent is clear. Communities are waiting.”