



April 14, 2022

Congressman Peter A. DeFazio, Chairman  
Committee on Transportation and Infrastructure  
2165 Rayburn House Office Building  
Washington, DC 20515-6256

Subject: Support of Proposed Legislation Addressing Aircraft Noise

Dear Congressman DeFazio:

The LAX/Community Noise Roundtable (Roundtable) is focused on addressing noise issues associated with aircraft operations and recommending courses of action to reduce noise over affected communities. As such, the Roundtable is delighted to see the attention aircraft noise has received from the U.S. House of Representatives with the re-introduction of several bills to the 117<sup>th</sup> Congress aimed at addressing community concerns regarding aircraft noise, aircraft operations and public notification. The purpose of this letter is to show our support for the following bills and to request that your committee move forward with these bills in the legislative process to ensure that they are passed into law. If passed, these laws can result in real and noticeable improvements to our represented communities.

The list of bills is provided below, along with the Roundtable's reasons for supporting each of them:

- **H.R.389: Safe and Quiet Skies Act of 2021**  
**Summary:** This bill imposes limitations on commercial air tour flights including the prohibition of flights within a half mile of military installations, national cemeteries, national wilderness areas, national parks, and national wildlife refuges; prohibition of flights below 1,500 feet; limit noise to 55 dB over occupied areas; and allowance for states and localities to impose additional requirements.  
**Reason for Support:** Roundtable supports limitations on air tour flights as such activities may cause a nuisance in some local communities.
  
- **H.R.712: Air Traffic Noise and Pollution Expert Consensus Act of 2021 (ATNPEC)**  
**Summary:** This bill would commission the Administrator of the FAA to work with the National Academies of Sciences, Engineering, and Medicine to draft a report summarizing the current consensus/state of science surrounding the health impacts of air traffic noise and pollution. The FAA would convene a panel of experts no later than 30 days of enactment.  
**Reason for Support:** Roundtable supports research on the health impacts of air traffic and believes such research is long overdue. We also support the immediacy of action as included in the bill.

- **H.R.4068: Protecting Airport Communities and Particle Emissions Act (PACPE)**  
**Summary:** The bill would commission the Administrator of the FAA to work with the National Academy of Sciences to summarize literature and studies on ultrafine particles), focused specifically on large hub commercial airports.  
**Reason for Support:** While the Roundtable is focused on noise, not air quality, we understand the two are linked to some extent and the Roundtable supports such research for the overall health related to aircraft noise, emissions, etc. in our represented communities.
  
- **H.R.4161: Noise Mitigation and Replacement Act**  
**Summary:** This legislation waives the requirement that bars the Secretary of Transportation from funding airport noise mitigation projects that have already received federal assistance, and establishes a Special Rule for Noise Mitigation Projects to allow for additional funds to be provided under the FAA's Airport Improvement Program to repair and replace noise mitigation projects if the Secretary of Transportation determines that additional assistance is justified.  
**Reason for Support:** Roundtable supports additional noise mitigation options being available to airports to improve the quality of life of residents exposed to excessive aircraft noise.
  
- **H.R.4892: Quiet Communities Act of 2021**  
**Summary:** This bill reestablishes the Office of Noise Abatement and Control (ONAC) in the Environmental Protection Agency (EPA).  
**Reason for Support:** Roundtable supports the reestablishment of the ONAC to focus and address noise issues within the EPA.
  
- **H.R.4924: All Participating in Process Reaching Informed Solutions for Everyone (APPRISE)**  
**Summary:** H.R. 4924 directs the Administrator of the FAA to ensure representatives of aviation roundtables participate in the NextGen performance-based navigation implementation process of the FAA, and for other purposes.  
**Reason for Support:** Roundtable supports involving community forums, such as the LAX/Community Noise Roundtable, in the design and implementation of NextGen procedures to ensure community knowledge and input is represented.
  
- **H.R.4925: Fairness in Airspace Includes Residents (F-AIR)**  
**Summary:** This legislation amends Title 49, United States Code, to expand the priorities of the Administrator of the FAA in developing plans and policy for the use of the navigable airspace to include noise and health impacts (and other environmental concerns) on an equal footing with concerns of efficiency.  
**Reason for Support:** Roundtable supports noise, health and environmental concerns to have equal footing with efficiency when designing NextGen airspace procedures. This would allow the Roundtable to have more input on the design of the navigable airspace to better help our represented communities not endure the negative effects of Metroplex, such as the highly concentrated flight paths over populated areas.
  
- **H.R.4926: Low-frequency Energetic Acoustics and Vibrations Exasperate (LEAVE)**  
**Summary:** This bill establishes that no Federal statute is intended to preempt a cause of action against an airport maintained in any State small claims or superior court by any individual or city within 5 miles of an airport when an action is brought for noise or

nuisance caused by ground-based noise in violation of a State statute as specified, and for other purposes. The bill would lead to the establishment of standards and remedies related to Ground-Based Noise (GBN), and would also allow states to study GBN and subsequently take action against airports shown to have exceeded standards and to have caused substantial negative community impact and devaluation of property values.

**Reason for Support:** Roundtable supports this bill as ground-based noise is relatively ignored in regulation and produce negative effects in communities adjacent to airports. In addition, a number of Roundtable members who reside near LAX are very interested in seeking remedies to reduce ground noise or low-frequency noise from the airport.

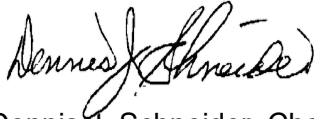
- **H.R.4927: Notify Officials to Inform fully & Impel Educated Decisions (NOTIFIED)**  
**Summary:** H.R. 4927 requires the Administrator of the FAA to notify the public of proposed new Performance Based Navigation Implementation Process flight procedures, and for other purposes. The FAA would have to notify all relevant Local/State/Federal representatives and Aviation Roundtables within 5 miles of the flight path for changes to airspace under 18,000 ft. Notification would be made within 30 days of entry of the procedure on the FAA Performance Based Navigation IFP Gateway.  
**Reason for Support:** Roundtable supports improvement of public notification for the design and implementation of NextGen flight procedures for which this bill is intended.
  
- **H.R.4928: Responsive Employees Support Productive Educated Congressional Talk (RESPECT)**  
**Summary:** The bill requires FAA staff to answer questions submitted in writing by Members of Congress relating to flight procedures, or other data affecting their district within 90 days including any data that are appropriate to provide to people from airports, airlines, procedure proponents, aviation roundtables, and non-FAA staff, and appropriate requests via Freedom of Information Act (FOIA). Also the bill requires FAA staff to appear at meetings or town halls with a Member of Congress with 30 days' notice and under same conditions as aviation roundtable appearances.  
**Reason for Support:** Roundtable supports any requirement for the FAA to respond to information requests and to attend meetings.
  
- **H.R.4929: Restore Everyone's Sleep Tonight (REST)**  
**Summary:** This bill allows airports to impose access restrictions for certain hours, to assess certain penalties against air carriers or aircraft operators, and for other purposes.  
**Reason for Support:** The Airport Noise and Capacity Act of 1990 (ANCA) preempts airports from restricting aircraft operations, but provides a means to do so under the rigorous Part 161 process. The FAA shows no interest in allowing such restrictions as the bar appears too high for most airports to achieve under Part 161. The Roundtable supports such a bill that circumvents ANCA and provides a more cost effective and realistic means for airports to impose curfews or other similar restrictions.

The Roundtable asks that you support these bills, but more importantly, the ideas behind them as they provide improved and much needed means to address aircraft noise issues. We are happy to see that our congressional representatives have listened to the concerns of their constituents, including those from the Roundtable, and incorporated them into these bills. Clearly these bills address current concerns from the communities represented by the Roundtable. Please let the Roundtable know of any further progress in terms of aviation

noise and let us know how we can be of further assistance to get these bills passed into law in the near future.

Thank you for your attention to aircraft noise. We trust our support will be of value to you as your committee proceeds to pass much needed legislation that addresses communities' concerns regarding aircraft operations.

Sincerely,

A handwritten signature in black ink, appearing to read "Dennis J. Schneider". The signature is fluid and cursive, with a prominent initial "D".

Dennis J. Schneider, Chair  
LAX/Community Noise Roundtable

cc: Bill Sponsors  
California Senators  
Los Angeles County Congressional Representatives