



September 27, 2023

Senator Maria Cantwell, Committee Chair
U.S. Senate Committee on Commerce, Science, and Transportation
Russell Senate Office Building 254
Washington, DC 20510

Subject: Support of Noise Provisions in the FAA Reauthorization Bill of 2023

Dear Senator Cantwell:

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 pleased to see the attention aircraft noise has received in the bipartisan FAA Reauthorization Bill from the U.S. House of Representatives, which overwhelmingly passed (351 to 69) on July 20, 2023. The Roundtable encourages the Senate to show similar attention to aircraft noise in its FAA Reauthorization Bill, which is currently under review and consideration in the U.S. Senate Committee on Commerce, Science, and Transportation. We believe it is vitally important to pass an FAA Reauthorization Bill that not only continues to fund the FAA, but to also includes provisions that address aircraft noise issues near airports and under predominant flight paths that communities experience all throughout the U.S. The purpose of this letter is to highlight the provisions in the House Bill (H.R. 3935, Securing Growth and Robust Leadership in American Aviation Act) that the Roundtable supports for your consideration and inclusion in the final version of Senate Bill S.1939 – FAA Reauthorization Act of 2023.

Below is the list of noise provisions in H.R. 3935 that we hope you will consider for inclusion with the noise provisions already included in Senate Bill S.1939 – FAA Reauthorization Act of 2023.

- **Sec. 101 – Airport Planning and Development and Noise Compatibility Planning**
Increases the amount of the Airport and Airway Trust Fund from \$3,350,000,000 to \$4,000,000,000 for airport planning and development and noise compatibility planning and programs under Title 49, United States Code § 48103.
- **Sec. 135 – Aviation Noise Officer**
Requires the FAA Administrator to appoint an Aviation Noise Officer who then shall designate a Regional Aviation Noise Officer in each Region. The duties of the Aviation Noise Officer are (1) to serve as a liaison with the public, (2) make recommendations to the FAA Administrator to address concerns raised by the public, and (3) be consulted when the FAA proposes changes in aircraft routes to minimize any increases in aircraft noise overpopulated areas.

- **Sec. 476 – Part 150 Noise Standards Update**
FAA to review and revise Part 150 (Airport Noise Compatibility Planning) within 1 year of FAA Reauthorization Act enactment to reflect all relevant laws and regulations, including Part 161 (Airport Noise and Access Restrictions). FAA to reach out to airports, airport users, and communities to get feedback before implementing any changes to any noise policies or standards. The FAA is to brief the Committee on Transportation and Infrastructure and the Committee on Commerce, Science, and Transportation every six months.

- **Sec. 477 – Reducing Community Aircraft Noise Exposure**
In implementing or revising a flight procedure, the FAA shall: (1) implement flight procedures that can mitigate the impact of aircraft noise, (2) work with airport sponsors and impacted neighboring communities in establishing or modifying aircraft arrival and departure routes, and (3) discourage local encroachment of residential structures near airports that could create future aircraft noise complaints or impact airport operations or safety.

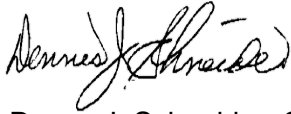
- **Sec. 483 – Aviation and Airport Community Engagement**
Within 90 days of enacting the FAA Reauthorization Act of 2023, the FAA shall establish an airport community task force to evaluate and improve existing processes and mechanisms for engaging communities impacted by airport development and aviation operations. The task force shall: (1) review research on aircraft noise impacts to identify potential actions the FAA could take, (2) review FAA processes and practices for engaging communities prior to or after air traffic changes the impact communities, (3) assess federal efforts to mitigate noise impacts on communities, (4) assess the various actions state and local governments and community planners could take when considering changes to airport infrastructure or surrounding community developments, (5) identify potential federal, state and local airport development policy and planning process improvements to better balance which communities experience negative externalities from airport operations, (6) consider guidance to airports and communities to improve engagement with the FAA, (7) consider FAA mechanisms and opportunities to facilitate better exchange of helicopter noise information, and (8) review air traffic controller guidance on use and development of noise abatement procedures to identify areas for improvement or efficiency that do not adversely impact aviation safety.

- **Sec. 484 – Community Collaboration Program**
The FAA Administrator is to establish a Community Collaboration Program to facilitate and harmonize policies and procedures carried out by: airport planning and development, noise and environmental policy, NextGen implementation, air traffic route changes, integration of new and emerging entrants, and other topics with respect to which community engagement is critical to program success.

- **Sec. 485 – Third Party Study on Aviation Noise Metrics**
The FAA is to enter into an agreement with the National Academies to conduct a study on aviation noise metrics, including: (1) the efficacy of the Day-Night Average Sound Level (DNL) as compared to other metrics, (2) the disadvantages of DNL, (3) any potential changes that should be made to DNL, and (4) the data collected by the Neighborhood Environmental Survey. The FAA is to report the results of the study within two years.

We sincerely hope you will support and include the measures identified above to help organizations such as the Roundtable to better address the noise concerns related to aircraft operations and noise impacts in communities they serve. Adopting the provisions identified will give the Roundtable a stronger voice in advocating for change to stakeholders such as the FAA and Los Angeles World Airports (LAWA) that may result in real and noticeable improvements to our represented communities. Thank you for your time and attention to this important matter.

Sincerely,

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

Denny J. Schneider, Chair
LAX/Community Noise Roundtable

CC: Senate Committee Members
Local Congressional and Senatorial Representatives