

117th Congress: Legislative Update

By: Gene Reindel

For: LAX/Community Noise Roundtable

Agenda










- Status of Aircraft Noise and Emissions Legislation in the 117th Congress
 - Includes Bills that were previously introduced to the 116th Congress




Bill – Did Not Pass 116th Congress


Reintroduced to 117th Congress

Sponsor

Safe and Quiet Skies Act (H.R. 389)		Rep. Ed Case (D-HI)
Air Traffic Noise and Pollution Expert Consensus Act (H.R. 712)		Rep. Stephen Lynch (D-MA)
Aviation Impacted Communities Act		Rep. Adam Smith (D-WA)
Protecting Airport Communities from Particle Emissions Act		
Decrease Noise Levels Act		Rep. Grace Meng (D-NY)
Quiet Communities Act of 2019		
Airplane Noise Research and Mitigation Act of 2018		
Aircraft Noise Reduction Act		
Cleaner, Quieter Airplanes Act		Rep. Don Beyer (D-VA)

 Bill already reintroduced

 Bill expected to be reintroduced soon

 Unclear if bill will be reintroduced

Bill – Did Not Pass 116th Congress

Reintroduced to 117th Congress

Sponsor

Responsive Employees Support Productive Educated Congressional Talk (RESPECT) Act



Restore Everyone's Sleep Tonight (REST) Act



Serious Noise Reduction Efforts (SNORE) Act



Southbound HUSSH and NIITE Help Households (SHHH) Act



Fairness in Airspace Includes Residents (FAIR) Act



All Participating in Process Reaching Informed Solutions for Everyone (APPRISE) Act



Notify Officials to Inform Fully and Impel Educated Decisions (NOTIFIED) Act



Low-frequency Energetic Acoustics and Vibrations Exasperate (LEAVE) Act



Rep. Jackie Speier (D-CA)



Bill already reintroduced



Bill will be reintroduced soon



Unclear if bill will be reintroduced



Safe and Quiet Skies Act (H.R. 389)



Reintroduced: January 21, 2021 by Rep. Ed Case (D-HI)

- This bill applies to commercial air tours. It would:
 - Direct the FAA to adopt National Transportation Safety Board (NTSB) recommendations that will increase safety and reduce the community disruption
 - Require that tour flights fly above the 1,500-foot altitude over actual ground at all times with limited exceptions
 - Require tour flights over occupied areas (including residential, commercial and recreational areas) to be no louder than 55 dBA
 - Allow states and localities to impose additional, stricter requirements on tour flights
 - Prohibit tour flights over military installations, national cemeteries, national wilderness areas, national parks and national wildlife refuges

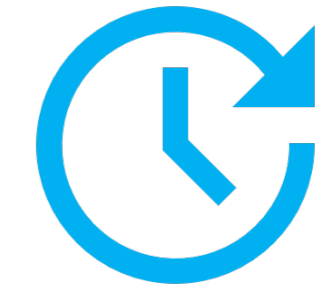
Air Traffic Noise and Pollution Expert Consensus Act (H.R. 712)



Reintroduced: February 2, 2021 by Rep. Stephen Lynch (D-MA)

- Text of bill is not yet available, but the version introduced to the 116th congress would have:
 - Required the FAA to sponsor an Expert Consensus Report issued by the National Academies of Sciences (NAS) on the health effects of airplanes flying over residential areas
 - Required the NAS to convene a committee of health and environmental science experts to examine the health impacts of air traffic noise and pollution and issue an Expert Consensus Report with their findings to:
 - Secretary of Health and Human Services
 - Administrator of the Environmental Protection Agency
 - Relevant congressional Committees

Aviation Impacted Communities Act



To be reintroduced: March 2021 by Rep. Adam Smith (D-WA)

- Text of bill is not yet available, but the version introduced to the 116th congress would have:
 - Authorized \$750 million for fiscal years 2021 to 2030 to fund noise mitigation efforts in communities outside the 65 DNL noise contour that are designated as “aviation-impacted”
 - Aviation-impacted would be defined as communities located within one mile of a commercial or cargo jet route that is 3,000 ft or lower
 - Significantly expanded the current limits of FAA-funded sound insulation efforts to allow FAA and airport operators to provide sound insulation for:
 1. Aviation-impacted communities that are subjected to “substantial increases” in flight frequency or from the adoption of new flight procedures that create new noise impacts
 2. Neighborhoods within a 55 DNL contour in which an airport operator or the Administrator of the FAA determines “significant numbers” of nighttime flight operations (between 10 p.m. and 6 a.m.)
 - Require FAA to interface directly with and be responsive to residents and locally-nominated leaders on issues of aviation noise and environmental impact

Protecting Airport Communities from Particle Emissions Act



To be reintroduced: “Soon” by Rep. Adam Smith (D-WA)

- Text of bill is not yet available, but the version introduced to the 116th congress would have:
 - Required the FAA to enter into “appropriate arrangements” with the NAS to conduct a national study on the sources, characteristics, dispersion, and potential health effects of ultrafine particles (UFPs) in communities around airports
 - The study must:
 1. Focus on large hub commercial airports (e.g., Seattle, Boston, Chicago, etc.)
 2. Look at potential health effects associated with elevated UFP exposures, like heart and lung disease

Thank you!

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