

# NOISE

NATIONAL ORGANIZATION TO INSURE A SOUND-CONTROLLED ENVIRONMENT  
*The National Aviation Noise Lobby • An Affiliate of the National League of Cities*

## **NOISE LEGISLATIVE PRIORITIES**

**Adopted 3/10/03**

*NOISE advocates the following proposals be incorporated into aviation reauthorization legislation (the "AIR-Vision Act") in 2003:*

### **FULL FUNDING FOR THE AIRPORT IMPROVEMENT PROGRAM**

- NOISE supports increased authorized funding for the Airport Improvement Act (AIP) and noise mitigation programs authorized in AIR-21. NOISE opposes dilution of noise mitigation funding in the AIP by diverting funds that would otherwise go to noise mitigation to other priorities. NOISE strenuously opposes any formula for AIP funding that results in a decrease of noise mitigation funding.

### **CAPACITY / ENVIRONMENTAL STREAMLINING**

- As momentum continues to build to expedite the environmental review process for increasing airport capacity, NOISE supports reasonable reform that does not sacrifice community input or a sound review of environmental consequences (including noise) of proposed increases in airport capacity. Any reform to the process must not abrogate the National Environmental Policy Act (NEPA).

### **MAKE LOCAL COMMUNITIES ELIGIBLE FOR MITIGATION FUNDING**

- NOISE calls on Congress to amend current law to make local governments eligible to receive federal noise mitigation funding. Currently, only airport operators are eligible to receive the funding. NOISE believes it is preferable to have locally elected officials distributing noise mitigation funding to the neighborhoods they know to need it the most, rather than having the funding controlled by the airport that is causing the noise and is not accountable to the citizenry.

### **"GREEN ENGINE" DEVELOPMENT**

- NOISE supports Congressman James Oberstar in his call for an "Apollo-like investment" by the United States and Europe to develop a new jet "green engine" within ten years that is thirty to forty decibels quieter than current jet engine levels.

### **AIRPORT PLANNING ORGANIZATIONS / COMMUNITY INVOLVEMENT**

- NOISE supports the development of legislation requiring that in order to be eligible for federal funding with respect to runway expansion or construction, an airport operator must obtain the approval for such a proposed project from an *Airport Planning Organization*, of which a majority are representatives of communities affected by the airport's noise.

### **CLOSE THE SMALL AIRCRAFT LOOPHOLE**

- NOISE supports legislation to address a loophole in federal aircraft noise requirements and prohibit the operation of all Stage 2 aircraft- regardless of size, to close the loophole in current law that allows operation of Stage 2 aircraft that weigh less than 75,000 pounds.

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## **DEVELOP A LOW FREQUENCY NOISE STANDARD**

- NOISE encourages the FAA to develop standards for low frequency noise mitigation that examines the impact of low frequency noise on a given locality, recognizing that the issue of low frequency noise is increasingly of concern in residential neighborhoods near the nation's airports.

## **ALLOW OPERATOR CONTROL OVER VOLUME OF TAKEOFFS/LANDINGS**

- NOISE supports legislation to give local operators the power to refuse to schedule a volume of flights that are well beyond its capacity.

## **AVOID FEDERAL CIRCUMVENTION OF LOCAL CONCERNS**

- NOISE strongly opposes legislation such as H.R. 592/S. 83 that contains Congressional findings mandating the expansion at a particular airport. This unprecedented intrusion of the federal government in a local transportation decision is worrisome because it calls for expedited environmental reviews and does not provide sufficient guarantees that local communities will have a seat at the table when noise mitigation strategies are decided.

## **THE "HUSHKITS" ISSUE AND THE MOVE TO STAGE 4 STANDARDS**

- NOISE supports accelerating the retirement of the noisiest Stage 3 aircraft, beginning with the Stage 2 aircraft equipped with "hushkits" to meet current Stage 3 standards. NOISE will continue to support the establishment of Stage 4 noise standards through the International Civil Aviation Organization (ICAO).

## **EXPAND NOISE CONTOURS FOR MITIGATION ELIGIBILITY TO 60DNL**

- NOISE supports the expansion of 60 DNL to be set as a minimum for the threshold of community compatibility. NOISE opposes the categorical exclusion from environmental review of air traffic control procedures that occur above 3,000 feet (FAA Order 1050.1D), and supports raising the 3,000 foot exemption to 10,000 feet.

## **ENVIRONMENTAL ASSESSMENT PROJECTS**

- NOISE supports the continued study of noise contour projects, and supports the extension of Environmental Assessment projects out to the *55 DNL contour*, and Environmental Assessments for all changes in nighttime procedures.

## **ENVIRONMENTAL JUSTICE STUDY**

- NOISE requests an environmental justice study that surveys aviation noise near our nation's airports to determine whether it creates a disproportionate impact on the most vulnerable in our society.

## **ADDITIONAL AVIATION NOISE STUDIES**

- NOISE supports studies on the effects of nonmilitary helicopter noise on individuals and develop recommendations for noise reductions.
- NOISE supports an integrated noise model for Part 150 studies.