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NATIONAL ORGANIZATION TO INSURE A SOUND-CONTROLLED ENVIRONMENT  
*"America's Community Voice on Aviation Noise Issues"* • An Affiliate of the National League of Cities

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April 26, 2018

The Honorable Bill Shuster  
2165 Rayburn House Office Building  
Washington, DC 20515-6256

The Honorable Peter DeFazio  
2164 Rayburn House Office Building  
Washington, DC 20515-6256

Dear Chairman Shuster and Ranking Member DeFazio,

On behalf of the National Organization to Insure a Sound-Controlled Environment (N.O.I.S.E.), I write to you today to make you aware of our organization's interest in the pending FAA Reauthorization Bill (HR 4).

N.O.I.S.E. has served for over four decades as America's only nationwide, community-based association committed to reducing the impact of excessive aviation noise on local communities.

N.O.I.S.E. supports NextGen and its goal of modernizing the air traffic control system, however, we have seen through impacts to our member communities, Performance Based Navigation (PBN) has the potential to bring significant changes to flight patterns across the country. N.O.I.S.E. contends that the community impacts of aviation noise should be considered as a crucial part of the calculation that determines the overall benefits of the proposed changes. With the increased concentration of overflights due to the narrowing of flight paths and the decrease in separation between aircraft enabled by PBN, air traffic changes have become even more closely tied to changes on the ground.

Aviation noise is a health and economic issue. To that end, robust, two-way communication with affected communities is vital to ensuring that the impact and concerns of communities are heard and incorporated into the final design of new airspace as much as fuel savings and efficiency of airspace. This would allow communities under a new or concentrated flight path, guaranteed participation in a due process during the implementation of PBN.

Further we believe that in order to adequately understand and address the impacts of aviation noise, we must first establish adequate metrics to measure those impacts. The FAA and Members of Congress are in the process of studying whether 65 is still the appropriate DNL level for measuring noise impacts. As we move forward with NextGen, implement PBN and undertake major airport overhauls, lowering the DNL level may allow for further mitigation for impacted communities and N.O.I.S.E. supports investigation of lowering the DNL level, however we do not believe that lower DNL alone would address impacts that are caused by concentrated flight paths characterized by PBN procedures.



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As you are aware, the bill also includes several provisions directed at improving community relations and research into aviation noise as well as dozens of amendments pertaining to noise. Our organization is encouraged that Congress is dedicated to working with the FAA to address impacts of aviation noise we support further communication and dialogue between Members of Congress who have impacted constituents, leadership in the committees of jurisdiction and the FAA and industry stakeholders.

We commend the Members of Congress who have offered amendments on behalf of their communities to address noise impacts and we look forward to continuing to connect as a resource and collaborative partner with Congress, their impacted constituents and all stakeholders.

We will continue to remain engaged with you and your staff as this legislation is further considered in the House and Senate and as NextGen implementation moves forward.

Sincerely,

Brad Pierce  
N.O.I.S.E. President