

Federal Update on Aircraft Noise Advocacy

City of Culver City

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September 24, 2018



VAN SCOYOC
ASSOCIATES

Background on Van Scoyoc Associates

- Firm established in 1990
 - Bipartisan with advocacy before Congress and Executive agencies
 - 20 principals and 35 legislative staff
- Team for Culver City
 - Steve Palmer, Vice President
 - Twenty years as advocate for cities and airports at VSA
 - Former USDOT Assistant Secretary for Governmental Affairs and Staff Director of Senate Aviation Subcommittee
 - Channon Hanna, Director of Government Affairs
 - Three years at VSA, working on aviation and transportation issues
 - Five years as lobbyist at Airports Council International and five years on Senate Commerce, Science and Transportation Committee

Initiate Advocacy in February 2018

- Translate constituent noise problems into legislative opportunities
 - FAA Reauthorization – Multi-year policy bill
 - Current extension of authority expires September 30, 2018
 - FY 2019 Transportation/HUD Appropriations bill
 - Other legislative possibilities
- Travel to Culver City to meet with noise working group
- Begin to narrow legislative proposals to address City's concerns
 - Objectives consistent with City's lawsuit
- Develop six-month advocacy plan

Implement Advocacy Plan

- Develop set of City priorities on noise
 - Establish new standards for measuring noise, using both single event and cumulative event measurements
 - Mandate study on health impacts of noise
- Draft correspondence on noise policy for Mayor Small
 - Transportation Secretary Chao
 - Senators Harris and Feinstein supporting House provisions
 - Representative Grace Meng, House Appropriations Committee
- Begin congressional advocacy meetings
 - Culver City congressional delegation
 - House/Senate Aviation Subcommittee staff
 - Members of Quiet Skies congressional caucus
 - Meet with lobbyists from SoCal cities

Implement Advocacy Plan

- Engage during consideration of FAA Reauthorization bill
 - Coordinate with Representative Bass on amendments
 - Report to City on consideration of bill and amendments
- Advocate on FY 2019 Transportation/HUD Appropriations bill
- Advocate on Senate FAA Reauthorization bill
 - Meet with Senate Aviation Subcommittee staff
 - Meet with Senate staff asking them to offer House noise provisions as amendments when bill reaches Senate floor
 - Draft letter for Mayor Small to send to California Senators urging support of House noise provisions
 - Led to September 10 letter from Senators Feinstein and Harris to Commerce Committee leadership
 - Develop list of meetings for City's federal advocacy trip

House FAA Reauthorization Bill

- Revised FAA Reauthorization (HR 4) considered by House on April 27
- Bill includes several noise provisions supported by City
 - Study of alternative noise metrics to 65 DNL to include both single event and cumulative noise measurements to full extent of noise
 - Study to begin phase out Stage 3 aircraft
 - Study of health impacts of aircraft noise
 - FAA to develop five-year aircraft/noise research and mitigation strategy
- Noise amendments were defeated
 - Ensure that aircraft transitioning from flight over ocean to land fly no lower than necessary to provide safe flight operations
 - Direct FAA to identify opportunities for airlines to retrofit aircraft with devices that mitigate noise

FY 2019 Transportation/HUD Appropriations Bills

- FY 2019 Transportation/HUD Appropriations bills
- House Bill – Committee approved in May
 - DNL Metrics Study – Directs FAA to consider alternative metrics to DNL 65 standard, such as use of actual noise sampling
 - Human Impacts of Noise – Directs study of aircraft noise on humans and effective methods for mitigating such impacts
- Senate bill – Committee approved in June
 - Community Outreach – Directs FAA to improve flight paths to consider to public comment and to reduce noise through procedure modification and dispersion to reduce impact on communities
 - Noise Health Study – Directs study of noise impacts on sleep and cardiovascular health, as well as alternatives to current 65 DNL
- House/Senate conferees have developed final bill
 - Will be released after election in November

House/Senate Compromise on FAA Reauthorization

- Early Saturday morning House/Senate Aviation leaders announced bipartisan compromise of FAA Reauthorization bill (HR 302)
 - Bill expected to pass House this week (Wednesday)
 - Senate less certain, but could be done by end of week
- Major noise provisions
 - Directs that the FAA complete its ongoing study of alternative noise measurements to 65 DNL within one year (section 173)
 - Directs FAA, when proposing a new area navigation departure procedure, or amending an existing procedure that would direct aircraft below 6,000 feet over noise sensitive areas, to consider the feasibility of dispersal headings to address community noise concerns (section 175)

House/Senate Compromise on FAA Reauthorization

- Major noise provisions (con't)
 - Directs FAA to 1) complete a review of community involvement practices for NextGen projects, including how/when to engage communities in performance-based navigation procedures and 2) report to Congress on a) how FAA will improve community engagement, b) how/when FAA will engage airports and communities in performance-based navigation procedures, and c) how lessons learned are being integrated into community involvement for future NextGen projects (section 176)
 - Directs FAA to review existing studies of the relationship between jet aircraft approach and takeoff speeds and corresponding noise impacts on communities (section 179)

House/Senate Compromise on FAA Reauthorization

- Major noise provisions (con't)
 - Requires FAA to appoint a regional ombudsman to 1) serve as a liaison in each FAA region with the public and community groups on aircraft noise, pollution, and safety and 2) be consulted on proposed changes in aircraft operations (arrival and departure routes) to minimize environmental impacts, including noise (section 180)
 - Directs GAO to study the benefits and costs of the phase-out of Stage 3 aircraft (section 186)
 - Directs the FAA to conclude its ongoing review of the relationship between aircraft noise exposure and its effects on communities around airports (section 187)

House/Senate Compromise on FAA Reauthorization

- Major noise provisions (con't)
 - Directs FAA to evaluate alternative metrics to the current average DNL standard, such as actual noise sampling, to address community airplane noise concerns (section 188)
 - Directs FAA to contract with a university to study the health impacts, (including sleep and blood pressure) from aircraft flights on residents exposed to a range of noise levels. The bill specifies that the SoCal metroplex is one of the 9 to be studied (section 189)
 - Authorizes the FAA to establish an environmental mitigation pilot program at up to 6 airports to award grants for projects that reduce or mitigate aviation impacts on noise, air quality, or water quality at the airport or within 5 miles of the airport. (section 190)

Next Steps on Federal Noise Advocacy

- Thank Members of Congress
- Maintain active profile in Washington, D.C.
 - Implementation of noise provisions in HR 302, assuming its enactment
- Continue national dialogue and develop legislative solutions
 - Other communities affected by noise
 - Culver City congressional delegation
 - Quiet Skies congressional caucus
- Legislative opportunities next year
 - FY 2020 Transportation/HUD Appropriations
 - Aviation or noise legislation in 116th Congress

Questions