N.O.I.S.E.

LEGISLATIVE SUMMIT

Welcome to the 2019 N.O.I.S.E. Legislative Summit! This is a premier opportunity for local government officials and other noise mitigation stakeholders to interact directly with leading aviation officials, researchers, and mitigation experts to gain knowledge and information that will directly benefit their communities.

Monday, March 11, 2019
Marriott Wardman Park
Lincoln Room 2
2660 Woodley Road NW,
Washington, DC 20008
(202) 328-2000
Emily Tranter Cell: (202) 378-7147

1:00 PM	**WELCOME AND OPENING REMARKS** Brad Pierce, N.O.I.S.E. President, CACNR Emily Tranter, N.O.I.S.E. National Coordinator
1:30 PM	**OVERVIEW OF N.O.I.S.E. AND FEDERAL UPDATE** Emily Tranter, N.O.I.S.E. National Coordinator
2:00 PM	**CHALLENGES WITH ADJUSTING (RNAV) FLIGHT PATHS** Myron Kassaraba, Town of Belmont, MA
2:30 PM	**NATIONAL BUSINESS AVIATION ASSOCIATION** Alex Gertsen, C.M. Director, Airports and Ground Infrastructure
3:00 PM	**CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE** Brad Pierce, Chair
3:30 PM	**THE PARADIGM SHIFT IN COMMUNITY INVOLVEMENT** Janet Mceneaney, Queens Quiet Skies
4:15 PM	**COMMUNITY DISCUSSION**
5:00 PM	**ADJOURN**
5:00-6:00 PM	**N.O.I.S.E. RECEPTION** Please join us for a reception and conversations with N.O.I.S.E. staff and Stakeholders

Aviation Noise Resources

Airport Cooperative Research Program Project Updates
The Airport Cooperative Research Program (ACRP) was authorized in December 2003 as part of the Vision 100-Century of Aviation Reauthorization Act. ACRP carries out applied research on problems that are shared by airport operating agencies and are not being adequately addressed by existing federal research programs.
Website: http://www.trb.org/acrp/public/acrp.aspx

Committee on Aviation Environmental Protection Updates
The International Civil Aviation Organization (ICAO) established the Committee on Aviation Environmental Protection (CAEP) in 1983 to assist in formulating new policies and adopting new standards on aircraft noise and aircraft engine emissions.
Website: http://www.icao.int/environmental-protection/pages/CAEP.aspx

Office of NextGen
The NextGen Office provides leadership in planning and developing the Next Generation Air Transportation System (NextGen). The NextGen Office coordinates NextGen initiatives, programs and policy development across the various FAA lines of business and staff offices. The office also works with other U.S. federal and state government agencies, the FAA's international counterparts and members of the aviation community to ensure harmonization of NextGen policies and procedures.
Website: https://www.faa.gov/nextgen/

NoiseQuest
NoiseQuest is a comprehensive source for information on aviation noise, created by the Partnership for AiR Transportation Noise and Emissions Reduction (PARTNER). PARTNER is an FAA Center of Excellence based at the Massachusetts Institute of Technology and its main goal is to improve the relationship between airports and their surrounding communities.
Website: http://www.noisequest.psu.edu/

PARTNER
The Partnership for AiR Transportation Noise and Emissions Reduction is an FAA, NASA, Transport Canada, the U.S. Department of Defense, and the U.S. Environmental Protection Agency sponsored cooperative research organization. PARTNER is located at the Massachusetts Institute of Technology.
Website: http://web.mit.edu/aeroastro/partner

Federal Aviation Administration
The FAA is the national aviation authority of the United States, and an agency of the United States Department of Transportation. The FAA regulates and oversees all aspects of civil aviation in the U.S. and one of its roles is developing and operating a system of air traffic control and navigation for both civil and military aircraft.
Website: http://www.faa.gov

College Park Council Member Ambrose Clay Website
College Park City Council Member and active N.O.I.S.E. member, Ambrose Clay has established a useful website with information regarding airport relations in his area and updates on Atlanta-area aviation noise. Because N.O.I.S.E. strives to help foster communication and shared ideas between noise-impacted communities, we encourage you to visit this site.
Website: http://clayoncouncil.com/clayoncouncil/Welcome.html

RTCA
Radio Technical Commission for Aeronautics (RTCA) provides the venue for public-private collaboration that achieves the necessary improvements in the safety and efficiency of the air transportation system. Information pertaining to the NextGen Advisory Committee (NAC can be found on RTCA's website.
Website: http://www.rtca.org/

N.O.I.S.E.

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

N.O.I.S.E ANNUAL CALENDAR

The **N.O.I.S.E LEGISLATIVE FORUM** in held conjunction with the National League of Cities' (NLC) Congressional City Conference. The forum is focused on improving communication with Congress and federal agencies regarding the importance of national programs supporting aviation noise mitigation efforts, research, and development to advance aerospace technology.

N.O.I.S.E LOBBY DAY is a day following the N.O.I.S.E. legislative forum dedicated to meetings and conferences with appropriate federal officials and stakeholders in Washington, D.C. to discuss top N.O.I.S.E priorities.

THE N.O.I.S.E POLICY SUMMIT also in conjunction with the NLC is an opportunity for local elected officials to provide input on N.O.I.S.E activities and federal relations priorities as well as receive end-of-year analysis of the latest developments in national aviation and noise mitigation issues. This event facilitates communication with various communities nationwide to get ideas and learn from others with similar aviation noise related concerns.

These N.O.I.S.E events provide you with a regular opportunity to:

- Explore **best practices in airport-community relations** from locally elected officials across America
- Ask top FAA officials about **federal resources and regulations that could impact your community**
- Learn about **ongoing local, legal, private industry and other noise mitigation developments**
- **Network with government and business leaders** in the aviation noise mitigation industry
- **Influence the national aviation noise debate**

Please join us at the following annual N.O.I.S.E. events

2019 N.O.I.S.E Policy Summit/Community Involvement Workshop
Wednesday, November 20, 2019
San Antonio, Texas

2020 N.O.I.S.E. Annual Legislative Summit
March, 2020
Washington, DC

2020 N.O.I.S.E. Lobby Day
March, 2020
Washington, DC

N.O.I.S.E.

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N.O.I.S.E. 2019 Legislative Priorities

1. Community Engagement // Advocacy

N.O.I.S.E. supports expanding community engagement/review and the elimination of Categorical Exclusions (CATEX) when implementing Performance Based Navigation (PBN).

Although N.O.I.S.E. supports NextGen and its goal of modernizing the air traffic control system, 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. Changes should not be solely based on improved capacity and fuel savings. 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 issue. Aviation noise is an 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.

As a part of efforts to ensure adequate community engagement, N.O.I.S.E. believes that both regulatory and legislative Categorical Exclusions or "CATEXes" in current NEPA regulation are not appropriate for the implementation of significant changes to our aviation system. N.O.I.S.E. supports efforts by the FAA and Congress to develop, implement and maintain a more robust community impacts process, in addition to or outside of the traditional NEPA process. This process should insure that ground impacts are considered and community concerns are not only heard, but also incorporated into PBN and traditional track changes that will change noise exposure, even if it does not reach the current FAA threshold of "measurable impacts"

In December of 2016, the following language was included in the National Defense Authorization Act, which promotes this priority: Performance-Based Navigation : This section improves the Federal Aviation Administration's (FAA) advance consultation with communities underneath the flight paths of proposed "NextGen" departure and arrival procedures, and requires the Administrator to reopen his assessment of new NextGen

procedures at Phoenix Sky Harbor International Airport and to mitigate any adverse effects on the human environment that resulted from those procedures."

2. Noise Metrics Review

N.O.I.S.E. supports investigation and review of DNL and its current level of 65 as the only metric used to measure noise impact and expanding noise metrics to take into account the increased concentration of overflights due to the narrowing of flight paths and the decrease in separation between aircraft enabled by PBN procedures to insure that noise impacts are appropriately measured.

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.SE supports investigation of lowering the DNL level, however it will not address impacts that are caused by concentrated flight paths characterized by PBN procedures.

As DNL is an average and humans do not perceive noise in averages but rather as individual events, we believe it is time to investigate alternative metrics that could measure impacts such as:

- The psychological impact of concentrated, extended noise
- The physiological impact of infrequent, significant noise spikes during nighttime hours
- Impact of less audible low frequency noise who's vibration induces audible noise
- The length of each period of frequent, regular noise spikes "rush hours" due to over-flights
- The number of rush hours per day
- The average dB of a rush hour's noise—not day-night average
- The intensity of spikes above the average dB of a rush hour's noise
- The intensity and number of spikes above the average, for non-rush hours from 10 PM to 7 AM

Investigating a more appropriate metric to measure aviation noise impacts is crucial and will supplement efforts to greater engage the community to understand their concerns.

3. Health Impacts Studies

N.O.I.S.E. supports increased funding for studies on the health impacts of aviation noise.

There are currently very few federal studies pertaining to the human impact of the concentration of flights associated with PBN procedures. Some communities do not have the ability to mitigate noise below flight paths and their citizens are exposed to continuous concentrated noise. Although there may not necessarily be an increase in decibels from the planes, there are unknown potential impacts from the increased number and frequency of flights under a given PBN procedure.

Although N.O.I.S.E. has supported the implementation of NextGen technologies as a part of their formal legislative platform in the past, we assert that there must be proper investment into research and development on the health and psychological impacts of that type of the resulting noise due to the more concentrated flight paths. These studies need to begin as soon as possible in order to protect the health of affected communities and mitigate avoidable damage.

4. Sound Insulation Program Funding

N.O.I.S.E. supports implementing Sound Insulations Programs Resulting from Part 150 Program studies to the standards used prior to the September, 2012 Public Guidance Letter (PGL-12-09)

A Part 150 program is a noise mitigation master plan developed by the airport and communities to address noise impacts and is funded by the Federal Aviation Administration (FAA) out of the Airport Improvement Program (AIP). One outcome or tool of a Part 150 is a sound insulation program where homes are mitigated for noise by providing improvements to windows or heating and cooling systems. Insulation programs historically have mitigated homes within the 65 DNL noise contour. A Public Guidance Letter (PGL) was issued by the FAA to change the AIP handbook in August, 2012 and amended in November, 2012.

In order to be eligible for insulation, properties must meet a 2-stage eligibility test: the property must be in the 65 contour and the property must meet an interior noise level requirement (45 dB or greater). Additionally, use of Passenger Facility Charges (PFC's) is no longer considered eligible to be used to mitigate beyond the stated criteria. The FAA maintains that this is not a new policy and that this PGL serves to clarify their noise policy that has been in place since the mid-1980's. Previously, however, common practice dictated that properties need only be within the 65 DNL to qualify for mitigation.

In addition, given the age of some SIP programs in the Unites States, as well as the increase in traffic density at our nation's airports and improved technologies, N.O.I.S.E.

supports the development of criteria for eligibility for SIP funding for "second round" implementations.

5. Air Traffic Control Privatization- WIN

N.O.I.S.E. opposes privatization of the air traffic control

N.O.I.S.E. has advocated strongly for community engagement opportunities when air traffic patterns are changed. Under a federally-operated Air Traffic Control (ATC) system, those opportunities are the result of persistent advocacy by the community and often times at the request of elected officials at the Congressional level. Although small communities have a role in the proposed advisory board of the new private air traffic control, airport-adjacent communities are concerned that without a mechanism for compelling the private company to meet and discuss their concerns over ground and noise impacts of airport traffic. Authors of this proposal in the House have assured interest groups that community concerns will still be managed by the FAA and not the private ATC. However, because of the great importance that N.O.I.S.E. and its members place on the ability to build relationships and trust with local air traffic employees, our concerns with this proposal remain. **Recently, House advocates for privatization conceded that there was not adequate support for the proposal and agreed to remove it from the next FAA Reauthorization.**

6. N.O.I.S.E. supports effort to reinstitute The Environmental Protection Agency's (EPA) Office of Noise Abatement and Control (ONAC).

The EPA office of Noise Abatement and Control was previously responsible for oversight and regulation of aviation noise, however, in 1981, the Office was defunded due to budget cuts. There are currently legislative efforts, such as Congresswoman Grace Meng's (NY) "Quiet Communities Act of 2015" (H.R.3384) which requires the Environmental Protection Agency (EPA) to combat aviation noise pollution. This legislation would reinstate the ONAC, and also require the EPA Administrator to conduct a study of airport noise and examine the FAA's selection of noise measurement methodologies, health impact thresholds, and abatement program effectiveness. N.O.I.S.E. supports this legislation and the reinstitution of the ONAC in order to provide proper checks and balances to FAA noise policies and procedures that impact residents and the environment on the ground under flight paths and in airport-adjacent communities.

N.O.I.S.E.

LEGISLATIVE PRIORITIES RECOMMENDATION FORM

If you would like to see N.O.I.S.E. get behind a current legislative proposal or regulatory action, introduce legislation, or stop legislation, please describe your idea in a paragraph and submit to the N.O.I.S.E. office (email: ejtranter@locklaw.com)

The N.O.I.S.E. Board will review all proposals received and submit a recommendation for adoption to N.O.I.S.E. at our next meeting. If you have any questions or need additional information, please contact Emily Tranter at 202-544-9896. Thank you for your suggestions – the creativity and energy of members drive this organization!

Your Community: _____

Your Name: _____ **Phone Number:** _____

Your Congressional Representatives and Senators:

Your Proposal:

N.O.I.S.E. AWARDS

N.O.I.S.E. regularly recognizes community, airport and government partners in noise mitigation efforts with the presentation of the following awards. These awards present an opportunity to not only thank and congratulate the recipient, but also engage the individual, organization, or community in the mission of N.O.I.S.E. There are six awards that N.O.I.S.E. has given in the past. They include, *Community of the Year, Legislature of the Year, Airport Operator of the Year, Environmental Steward, Aviation Community Partner of the Year, and the N.O.I.S.E. Life Time Achievement Award.*

We have included Nomination forms for N.O.I.S.E. awards. Nominations come from N.O.I.S.E. members and member input is important. If you have a suggested nomination, please feel free to submit a nomination form today or to any of our staff. We want to recognize stakeholders across the nation and make sure their efforts on behalf of aviation noise abatement do not go un-noticed. Following is a brief description and past recipients of each reward.

BETTY ANN KRAHNKE COMMUNITY OF THE YEAR AWARD

The *Betty Ann Krahnke Community or Community Organization Award* is presented to a local government or community partnership that has made extraordinary efforts on behalf of their citizens. The award is named for the late Betty Ann Krahnke, a longtime Montgomery County, Maryland, Councilmember and N.O.I.S.E. Board Member.

Past Recipients:
North Tempe Neighborhood Association, Oakland Airport-Community Noise Management Forum, Eagan, MN, Bridgeton, MO, Aurora, CO, Brook Park, OH, Richfield, MN, Minneapolis, MN, and the Centennial Airport Community Noise Roundtable (CACNR)

LEGISLATOR OF THE YEAR AWARD

The *Legislator of the Year Award* recognizes the efforts of members of the U.S. Congress to assist local communities in aviation noise programs by advocating for community-friendly programs, policies and regulations which help to reduce noise exposure.

Past Recipients: Congressman Jim Moran (D-VA), Congressman David Scott (D-GA), Congressman Jim Ramstad (R-MN), Senator David Vitter (R-LA), Congressman Bobby Jindal (R-LA), Congresswoman Anne Northup (R-KY), Senator Ben Nighthorse Campbell (R-CO), Congressman Tom Tancredo (R-CO), Congressman Martin Sabo (D-MN), Congressman Billy Tauzin (R-LA), Congressman Steve Rothman (D-NJ), Congressman Christopher Shays (R-CT), Congressman Joe Crowley (D-NY), Congressman Anthony Weiner (D-NY)

ENVIRONMENTAL STEWARDSHIP AWARD

The Environmental Stewardship Award is presented to individual N.O.I.S.E. members for their personal efforts in promoting and assisting the N.O.I.S.E. organization in membership and activities. This award is given to those members who have been dedicated to the growth and

betterment of the organization. The active involvement of our members is crucial to the viability and advancement of N.O.I.S.E. This award enables the organization to highlight the contributions of members who are interested in the promotion of N.O.I.S.E. events and membership.

Past Recipients:
The Honorable Brad Pierce, Aurora Colorado City Council, the Honorable Joe Carn, College Park Georgia City Council, and the Honorable Sandy Colvin Roy, Minneapolis City Council, Mayor Mary Rose Evans, Louisville, KY, The Honorable Mary Hynes, Arlington VA County Board.

MARY E. GRIFFIN AIRPORT OPERATOR OF THE YEAR AWARD

The *Mary E. Griffin Airport Operator of the Year Award* pays tribute to those airports that truly exemplify what it means to be a good neighbor. The award is named for Mary Griffin, a longtime San Mateo County Supervisor, N.O.I.S.E. member, and selfless public servant whose groundbreaking advocacy for her constituents impacted by airport noise involved engaging the local airport operator directly.

Past Recipients:
Hartsfield-Jackson Atlanta International Airport, Louisville, Kentucky Regional Airport Authority, Centennial Airport, Colorado, and the San Francisco International Airport

AVIATION COMMUNITY PARTNER AWARD

The *Aviation Community Partner* Award is presented to an airline or aviation industry stakeholder who has exhibited a community oriented attitude towards dealing with aviation noise issues and/or has supported N.O.I.S.E. in a substantial way. This award highlights aviation stakeholders who have been willing to communicate with communities in order to promote viable solution to aviation noise.

Past Recipients:
Jim WhiteHurst, Chief Operating Officer of Delta Airlines and THC Inc.

LIFE TIME ACHIEVEMENT AWARD

The *N.O.I.S.E Lifetime Achievement* award is given to an individual who has exhibited exemplary service and dedicated years of work towards alleviating the harmful impacts that excessive aviation noise has on our nation's communities. The recipients of our life time achievement award have spent considerable time during their careers on aviation noise abatement issues.

Past Recipients:
Councilmember Sandy Colvin Roy, Minneapolis, MN Congressman James L. Oberstar (D-MN 8th CD), Mayor Conrad Bowers, Bridgeton, MO

N.O.I.S.E. AWARD NOMINATION FORM

In a paragraph, please explain whom you would like to nominate, and which award you would like to nominate them for. Please include examples of significant initiatives taken in the last year, including community advocacy, grassroots organization, legislation introduced or other noteworthy activities that signify the nominee's outstanding commitment to address the critical issue of aviation N.O.I.S.E. mitigation.

Completed nominations should be emailed to Emily Tranter at ejtranter@locklaw.com Please don't hesitate to contact Emily Tranter at (202) 544-9896 if you have any questions or need additional information. Thank you.

AWARD:_____

(Please see attached reference sheet for award descriptions)

Nominee: _____

Reason for nomination:

N.O.I.S.E.

National Organization to Insure a Sound-controlled Environment

2019 NOISE Policy Summit/ Community Involvement Workshop

SAVE THE DATE

November 20, 2019

San Antonio, TX

Don't miss this unique opportunity to join with local elected officials from across the United States as they gather to hear from the experts about current aviation noise issues, pending public policy issues, and share successful strategies in confronting the challenge of excessive aviation noise.

(In conjunction with the National League of Cities Congress of Cities)

Don't Miss Our Upcoming Events:

- ***2020 NOISE Legislative Summit***

  March, 2020 Washington, DC

If you have questions or would like more information, please contact N.O.I.S.E. National Coordinator, Emily Tranter at 202.544.9896 or ejtranter@locklaw.com

N.O.I.S.E.

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N.O.I.S.E. MEMBERSHIP FORM

Member Name:

Contact Person(s):

Address: _____

_____

_____

Telephone: _____ Fax: _____

Email: _____

City Population: _____

Fee Categories Guideline

City Population	Annual Fee
5,000 and below	$155.00
5,000 to 10,000	$385.00
10,000 to 25,000	$770.00
25,000 to 75,000	$1155.00
75,000 to 100,000	$1540.00
100,000 to 250,000	$1925.00
250,000 to 500,000	$2310.00
500,000 to 750,000	$3000.00
750,000 to 1,000,000	$4000.00
1,000,000 and over	$5000.00
Corporate Membership	$500.00

Amount Paid: _____ Date: _____
(Please make check payable to "National Organization to Insure a Sound-controlled Environment" or "N.O.I.S.E." Thank you.)

PLEASE REMIT TO: **Emily Tranter, *N.O.I.S.E***
Suite 210
415 2nd Street, NE
Washington, DC 20002

Federal Tax ID 520983418

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N.O.I.S.E. ACTION HIGHLIGHTS

The Board and Officers of the N.O.I.S.E. Organization, as well as the professional staff are engaged in a host of initiatives at the federal level that allow for our organization to have a "seat at the table" as aviation noise policies are developed and implemented. The following is a selection of recent actions that N.O.I.S.E. members and staff have engaged on that support the community perspective and insure our collective voice is heard.

NextGen Advisory Committee (NAC): N.O.I.S.E. President, Brad Pierce (Aurora, CO) serves as the environmental representative to the NAC. The NAC is a 31-member Federal advisory committee formed to provide advice on policy-level issues facing the aviation community in implementing NextGen. Its goal is to foster industry collaboration in an open and transparent manner. It includes executives from the airlines, airports, general aviation, pilots, air traffic controllers, the Department of Defense, environmental interests (N.O.I.S.E.), international interests and providers of air traffic control technology. In response to tasks from the FAA, the NextGen Advisory Committee forges consensus recommendations on implementation-related issues facing the community as it works to implement NextGen.

FAA PBN TASK GROUP: N.O.I.S.E. National Coordinator Emily Tranter recently served on a task group which reported to the NextGen Advisory Committee (NAC) to the FAA. The group was tasked with providing recommendations on better community engagement practices when implementing PBN. The group reported out at the June, 2016 NAC meeting and their full report can be found on the N.O.I.S.E. website www.aviation-noise.org. Tranter also served on the "non-technical" stakeholders subcommittee of a previous group on best practices for PBN implementation at NAC. The full report can be found linked on the N.O.I.S.E. website.

UC DAVIS NOISE SYMPOSIUM: N.O.I.S.E. National Coordinator gave a federal update to the 2019 UC Davis Aviation Noise and Air Quality symposium. N.O.I.S.E. Member Ambrose Clay also moderated the panel.

EXCOM: N.O.I.S.E. member and College Park, GA City Council Member Ambrose Clay is the Assistant Chair of Noise Certification Aeronautical Technical Subject Area on the United States Department of Transportation/Federal Aviation Administration (USDOT/FAA) Rulemaking Advisory Committee. The Aviation Rulemaking Advisory Committee provides advice and recommendations to the FAA Administer concerning a range of FAA's rule making activities, including air carrier operations, airman certification, aircraft certification, airports, and *noise*. Councilman Clay participated in the September ARAC meeting in Washington, DC.

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• Email ejtranter@locklaw.com • Web www.aviation-noise.org

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Airport Noise Glossary of Terms

- **DNL (Day-Night Average Sound Level):** is a measure of noise level based on a 24-hour average. Night noise, between the hours of 10:00 PM and 7:00 AM is weighted with an additional 10 decibels to compensate for sleep interference and other disruptions. An *annual* average of DNL is used by the FAA to describe airport noise exposure on surrounding areas. Areas with noise impacts less than 65 dB DNL are considered "compatible" with residential use; areas at or above 65 dB DNL are designated "incompatible" with residential use. Source www.massport.com

- **CNEL (Community Noise Equivalent Level):** Adds a ten point weighting to DNL measurements for flights between 7:00 PM and 10:00 PM. This method is used in the state of California and there are efforts in Illinois and Georgia to adopt it state-wide as well. Any future contours out of an EIS or Part 150 would use the CNEL.

- **NextGen: (Next Generation Air Transportation System):** is a wide ranging transformation of the entire national air transportation system to be implemented between 2012 and 2025. NextGen moves away from ground-based technologies to satellite-based technology. In 2003, Congress established the Joint Planning and Development Office (JPDO) to plan and coordinate the development of NextGen. The JPDO is a multi-agency public/private initiative that includes the Federal Aviation Administration, Department of Transportation, Department of Defense, Department of Commerce, Department of Homeland Security, NASA and the White House Office of Science and Tech Policy. Source: (www.faa.gov)

- **PBN (Performance Based Navigation):** is a technology within the NextGen system that provides a framework for the design and implementation of automated flight paths. With PBN, pilots can navigate an aircraft without reliance on ground-based beacons. Instead, PBN allows aircraft to navigate based on built-in aircraft capabilities, like GPS. The two main components of PBN are Area Navigation (RNAV) and Required Navigation Performance (RNP). Source: http://www.geaviation.com

- **RNAV (Area Navigation and formerly Random Navigation):** is a software program developed to give aircraft the basic ability to navigate based on a variety of sensors and signals. Without RNAV, aircraft have to navigate directly from one ground-based, in-range radio point, directly to another. Using RNAV, aircraft are able to steer directly to a destination or steer along a preprogrammed path. In general, RNAV is less precise/advanced than a technology referred to as Required Navigation Performance (RNP), because it does not offer curved paths and does not provide feedback to pilots on the performance of the technology. Source: http://www.geaviation.com

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- **RNP (Required Navigation Performance):** is a much more advanced form of RNAV and can be tailored to specific use. Aircraft using RNP are able to precisely fly predetermined paths loaded into their flight computers. Accurate navigation performance is ensured through continual monitoring with alerts if the aircraft's position becomes uncertain. These procedures may be designed with paths that reduce flight distances and narrow flight paths. Source: http://www.geaviation.com

- **F.A.R. Part 150:** is a voluntary program that U.S. airports may enter into with the FAA and with the input of community stakeholders, to investigate noise impacts on surrounding neighborhoods and explore opportunities for mitigation. A Part 150 establishes two products: 1. Noise Exposure Maps, which describe existing noise conditions in the airport area and projected conditions if no noise abatement actions are taken; and 2. Noise Compatibility Programs, which provide guidelines for the mitigation of existing incompatible land uses and the prevention of development that would introduce new incompatible uses.

- **EIS (Environmental Impact Statement):** An Environmental Impact Statement (EIS) is a document prepared to describe the effects for proposed activities on the environment. "Environment," in this case, is defined as the natural and physical environment and the relationship of people with that environment. This means that the "environment" considered in an EIS includes land, water, air, structures, living organisms, environmental values at the site, and the social, cultural, and economic aspects. An "impact" is a change in consequence that results from an activity. Impacts can be positive or negative or both. An EIS describes impacts, as well as ways to "mitigate" impacts. To "mitigate" means to lessen or remove negative impacts. http://web.ead.anl.gov/uranium/eis/whatiseis/index.cfm

- **Fly Quiet Program:** Fly Quiet Programs are voluntary programs at U.S. airports that encourage pilots and air traffic controllers to use designated nighttime preferential runways and flight tracks. These preferred routes are intended to direct aircraft over less populated and more compatible areas. These programs are voluntary and cannot be required nor can airports be penalized for violating them due to safety restrictions. In some instances, airports and local stakeholders have incentivized program participation by publically awarding airlines that have a higher rate of compliance.

- **INM (The Integrated Noise Model):** is used to evaluate aircraft noise impacts in the vicinity of airports. The INM has been the FAA's standard tool since 1978 for determining the predicted noise impact in the vicinity of airports. The FAA requires that airports use the INM in assessing environmental impacts for soundproofing, evaluating physical improvements to the airfield, analyzing changes to existing or new procedures, and in assessing land use compatibility. The FAA will begin using the Aviation Environmental Design Tool (AEDT) in May of 2015 and phase out the INM. AEDT builds on the INM model by considering interdependencies between aircraft-related fuel burn, noise and emissions. Source: www.massport.com and www.faa.gov

- **FAA Order 1050.1F:** The FAA has issued an updated draft of their existing regulations or, "Order 1050.1 Environmental Impacts: Policies and Procedures." This order serves as the FAA's policy and procedures for compliance with the National Environmental Policy Act (NEPA) and implementing regulations issued by the Council on Environmental Quality (CEQ). This Order updates FAA Order 1050.1E to provide a clear, concise, and up-to-date discussion of the FAA's requirements for implementing NEPA and clarifies requirements in order to facilitate timely, effective, and efficient environmental reviews of FAA actions, including NextGen improvements. There are two updates to Categorical Exclusions in the 1050.1.
http://www.faa.gov/about/office_org/headquarters_offices/apl/environ_policy_guidance/policy/draft_faa_order/

- **CATEX (Categorical Exclusion):** A categorical exclusion is an FAA action that is not considered to have a significant effect on the human environment and therefore, neither an environmental assessment nor an environmental impact statement is required. Regulatory CATEXes have been used to implement new air traffic procedures including PBN procedures. In the 2012 FAA Reauthorization, a legislative CATEX was included that impacts PBN implementation but, as we understand it, mirrors a current regulatory CATEX.

- **CATEX 2**: In the February 2012 FAA Reauthorization bill, language was passed in Section 213(c)(2) that would categorically exclude (PBN) procedures from environmental review if said procedures would result in *measurable reductions* in fuel consumption, carbon dioxide emissions, and noise, *on a per flight basis*, as compared to aircraft operations that follow existing instrument flight rules procedures in the same airspace.

The Quiet Skies Caucus

- Officially formed at the start of the 114th Congress, the Quiet Skies Caucus is a group of Congress Members dedicated to reducing the impact of aircraft noise on the communities they represent.

- The Quiet Skies Caucus works closely with N.O.I.S.E. and to seek input and advice on their agenda focused of reducing aviation noise pollution

- Members of the Quiet Skies Caucus:
  - Rep. Grace Meng (D-NY) - Co-Founder
  - Rep. Julia Brownley (D-CA)
  - Rep. Katherine Clark (D-MA)
  - Rep. Anna Eshoo (D-CA)
  - Rep. Ruben Gallego (D-AZ)
  - Rep. Mike Quigley (D-IL)
  - Rep. Adam Schiff (D-CA)
  - Rep. Karen Bass (D-CA)
  - Rep. Don Beyer (D-VA)
  - Rep. Judy Chu (D-CA)
  - Rep. Yvette Clarke (D-NY)
  - Rep. Susan Davis (D-CA)
  - Rep. Raúl Manuel Grijalva (D-AZ)
  - Rep. Jim Himes (D-CT)
  - Rep. Hakeem Jeffries (D-NY)
  - Rep. Marcy Kaptur (D-OH)
  - Rep. Ro Khanna (D-CA)
  - Rep. Pete King (R-NY)
  - Rep. Raja Krishnamoorthi (D-IL)
  - Rep. Barbara Lee (D-CA)
  - Rep. Ted Lieu (D-CA)
  - Rep. Dan Lipinski (D-IL)
  - Rep. Alan Lowenthal (D-CA)
  - Rep. Stephen Lynch (D-MA)
  - Rep. Gregory Meeks (D-NY)
  - Rep. Jerry Nadler (D-NY)
  - Rep. Grace Napolitano (D-CA)
  - Delegate Eleanor Holmes Norton (D-DC)
  - Rep. Jimmy Panetta (D-CA)
  - Rep. Bill Pascrell (D-NJ)
  - Rep. Scott Peters (D-CA)
  - Rep. Jamie Raskin (D-MD)
  - Rep. Kathleen Rice (D-NY)
  - Rep. Dutch Ruppersberger (D-MD)
  - Rep. Jan Schakowsky (D-IL)
  - Rep. David Scott (D-GA)
  - Rep. Adam Smith (D-WA)
  - Rep. Darren Soto (D-FL)
  - Rep. Jackie Speier (D-CA)
  - Rep. Tom Suozzi (D-NY)
- *If you are interested in contacting your Member to join the Quiet Skies Caucus please visit our website to see the letter we have sent to Members in the past.*

N.O.I.S.E.

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

NATIONAL N.O.I.S.E. MEMBERSHIP
(Current and Prior Members)

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Arlington County, VA
Audubon Park, KY
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