



Federal Update
Policies and Politics

Emily Tranter

National Organization to Insure a Sound-
Controlled Environment (N.O.I.S.E.)



The ***National Organization to Insure a Sound Controlled Environment (N.O.I.S.E.)*** is an affiliate of the National League of Cities (NLC) and has served for the past 4 decades as America’s only nationwide, community based aviation noise advocacy organization.

N.O.I.S.E. is composed of locally-elected officials. Our Members are mayors, council members, commissioners, and other city & county officials committed to working with state and federal elected officials and airports to reduce the impacts of excessive aviation noise on communities.

N.O.I.S.E. strives to bring local leaders together to find real life solutions to the problems associated with excessive aviation noise and facilitates advocacy and engagement in Washington.

N.O.I.S.E. members are called by Congress, the Department of Transportation, the Federal Aviation Administration, the White House and other federal policy makers on a regular basis to help craft federal aviation policies.



Administration

- **Secretary of Transportation Elaine Chao**
- **Dan Elwell, Acting Administrator As of Jan 7th, 2018—Designated FAA NextGen Advisory Committee**



Legislation/Policy Initiatives/Trends

FAA Reauthorization Act of 2018

Passed House 398-23 on September 26th,

Senate 93-6 on October 3rd, 2018.

Signed into law on October 5th, 2018.



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Legislation/Policy Initiatives/Trends

- The bill requires the FAA to study the potential health impacts of flight noise and the feasibility of amending existing departure procedures.
- The Transportation Department is required to finish its evaluation of alternatives to its current noise metric, the Day Night Level 65 decibel limit, within one year of the bill's enactment.
- The FAA also has to consider using diverging departure flight paths or lateral spacing to address community noise concerns when proposing or adjusting navigation departure procedure.
- Each FAA regional administrator has to designate an ombudsman to address public concerns about airport noise.



Legislation/Policy Initiatives/Trends

- The legislation authorizes the FAA's core Airport Improvement Program construction grants at their current level of \$3.35 billion per year, through 2023.
- The measure authorizes \$1.02 billion for the program in fiscal year 2019. Funding then is set to rise slightly each year after that, to a maximum of \$1.11 billion in fiscal 2023.
- The reauthorization also requires the FAA to prepare a report on the status of its NextGen technology upgrade program. Based on the reports, it is instructed to develop a NextGen priority list.
- The FAA also has to make recommendations for revising land use compatibility guidelines to reduce noise exposure within two years of the bill's enactment. The measure also requires a number of additional studies on noise effects and ways to mitigate it.



Legislation/Policy Initiatives/Trends

- FY19 FAA Budget of \$18.6 billion; by 2023 the budget will be \$20.1 billion
- FY19 AIP Budget of \$3.35 billion; same through 2023



Legislation/Policy Initiatives/Trends

Air Traffic Noise and Pollution Expert Consensus Act of 2019 (H.R. 976)

This bill requires the Federal Aviation Administration to enter into an arrangement with the National Academies of Sciences, Engineering, and Medicine to examine and report on the various health impacts of air traffic noise and pollution.

Introduced by Congressman Stephen Lynch (D-MA-08)

This bill currently has 18 cosponsors



QUIET SKIES CAUCUS

- Established in 2014
- 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.



- Upcoming events/opportunities
- N.O.I.S.E. March Meeting
 - (Monday March 11th 1-5 PM) Washington, DC
- N.O.I.S.E. November Meeting
 - San Antonio, Texas



Community Perspectives on Engagement



Questions???

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