



July 26, 2018

The Honorable John Thune
Chairman
Committee on Commerce, Science,
and Transportation
United States Senate
Washington, DC 20510

The Honorable Roy Blunt
Chairman
Commerce Subcommittee on Aviation
Operations, Safety, and Security
United States Senate
Washington, DC 20510

The Honorable Bill Nelson
Ranking Member
Committee on Commerce, Science,
and Transportation
United States Senate
Washington, DC 20510

The Honorable Maria Cantwell
Ranking Member
Commerce Subcommittee on Aviation
Operations, Safety, and Security
United States Senate
Washington, DC 20510

Dear Senators:

As the Senate considers FAA reauthorization legislation, we wanted to update you on the U.S. aviation industry's tremendous record of aircraft noise reduction and the progress we continue to make. **While appreciating that aircraft noise exposure is an issue in certain communities, U.S. aviation has achieved tremendous noise reductions and the aviation industry remains committed to further advancements.**

The U.S. airlines, aircraft operators, engine and airframe manufacturers and airports have played an important role in reducing noise exposure through the deployment of new, quieter technology and the implementation of noise abatement operational procedures. **Indeed, the number of people exposed to significant levels of aircraft noise in the United States has dropped by 94 percent since the late 1970s, even as enplanements have more than quadrupled. More recently, such noise exposure decreased 53 percent between 2000 and 2016, while enplanements rose 22 percent. And additional improvements are on the way.**

As detailed in the attached fact sheet, U.S. airlines and aircraft operators are continuing to update their fleets, new aircraft noise certification standards are being implemented, and the aviation community is working with FAA on new technologies to further advance aircraft noise reduction through the "Continuous Lower Energy, Emissions, and Noise" (CLEEN) program. **In addition, federal legislation approved in December 2016 as an amendment to the National Defense Authorization Act added additional requirements for community outreach when FAA considers new ATC procedures, on top of reforms that FAA made based on recommendations from the NextGen Advisory Committee.**

Against this backdrop, the aircraft-related noise proposals included in the Senate's FAA Reauthorization bill, which include additional provisions on noise exposure assessment, community outreach and review of FAA's processes for approving new air traffic procedures, while arguably not necessary, are more than sufficient to augment the rigorous noise assessment and mitigation statutes. **But, in any event, amendments that decree new noise measuring protocols, metrics, or thresholds; dictate flight paths; and/or adopt airport-specific flight procedures or aircraft operating restrictions would be highly concerning. Such legislative mandates would be shortsighted and counterproductive because they would seriously undermine the wide range of safety and environmental benefits associated with NextGen and the stability and connectivity of the national airspace system.**

In sum, we remain committed to continuing our nation's strong record of aircraft noise reduction, as detailed in the attached fact sheet. Further, we urge you to recognize the vast array of aircraft noise management and community outreach provisions already in place and to decline to adopt further



legislative measures that would undermine the wide-range of safety, connectivity and environmental benefits associated with NextGen and the NAS.

Please don't hesitate to be in touch with any of our organizations for additional information.

Aerospace Industries Association (AIA)
Air Line Pilots Association (ALPA)
Airlines for America (A4A)
Cargo Airline Association (CAA)
General Aviation Manufacturers Association (GAMA)
National Air Carrier Association (NACA)
National Business Aviation Association (NBAA)
Regional Airline Association (RAA)

Attachment