



April 14th, 2021

Mr. Donald Scata
Noise Division Manager, Office of Environment and Energy
Federal Aviation Administration
800 Independence Ave. SW
Washington, DC 20591

Re: Overview of FAA Aircraft Noise Policy and Research Efforts: Request for Input on Research Activities to Inform Aircraft Noise Policy (Docket No. FAA-2021-0037)

Dear Mr. Scata:

As you know, in recent years, many of our constituents in Los Angeles have experienced dramatic changes in the noise impacts caused by flights taking off from and landing at both Hollywood Burbank Airport (BUR) and Van Nuys Airport (VNY). These changes have caused widespread public outrage and a massive spike in noise complaints regarding both airports. The City of Los Angeles is not alone in this issue, it is a widespread problem that has plagued our nation, and we look to our Federal Government for help in creating a better living environment for those impacted citizens.

The FAA surveyed 10,000 people near 20 different airports across the United States. Compared with the Schultz Curve representing transportation noise, the NES results

showed an astounding 66% of people were highly annoyed at 65 DNL (Day-Night Average Sound Level.) The data speaks for itself. There have been substantial changes to our airspace that have caused an increase in adversely impacted and highly annoyed community members as a result.

The FAA has an ethical obligation to improve its 40-year-old noise policy and change regulations that are detrimental to the public. The Neighborhood Environmental Survey (NES) was an extensive process and provides new data that must be incorporated into updated aircraft policy. The FAA should provide a timely roadmap for changing its noise regulation policy and use the current NES results as the new basis for decision-making on community impacts, including in the FAA's Environmental Review Process and Part 150.

The FAA should appoint an independent commission comprised of multi-disciplinary experts including but not limited to environmental scientists and public health professionals. This commission would be tasked with identifying metrics and thresholds that will define "significant impact" based on the current NES results, current experiences of the impacted community members, night-time noise impacts, and local noise environments.

We urge the FAA to ensure that data sets on ongoing and recently completed research are made available to the public as soon as possible. It is imperative that the FAA make any and all research accessible and help provide interpretation of complex data for the general public to better understand and participate in the process.

As a general matter, we believe strongly that this system must be redesigned and repurposed. It should consider not only efficiencies in the airspace, but also the adverse physical, mental, and environmental impacts that people and communities on the ground suffer when aircraft are confined to a narrow path with little dispersion at very low altitudes.

Additionally, we urge the FAA to collaborate with BUR and VNY, and other local airports with similar concerns in regards to the NES and overall environmental and noise concerns. By using the data in the NES, the FAA has a better guideline to navigate and implement recommendations that the City of Los Angeles and our partners have asked for in our two local airports.

We continue to encourage the FAA to thoughtfully and thoroughly review these public comments and report back on noise policy changes and an implementation timeline for those changes.

Very truly yours,



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