

JULIA BROWNLEY  
26TH DISTRICT, CALIFORNIA  
MEMBER OF CONGRESS

HOUSE VETERANS' AFFAIRS COMMITTEE  
SUBCOMMITTEE ON HEALTH

HOUSE COMMITTEE ON TRANSPORTATION  
AND INFRASTRUCTURE  
SUBCOMMITTEE ON AVIATION

SUBCOMMITTEE ON HIGHWAYS AND TRANSIT

SUBCOMMITTEE ON WATER RESOURCES  
AND THE ENVIRONMENT



## Congress of the United States House of Representatives

WASHINGTON, DC OFFICE  
2262 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
PHONE: 202-225-5811  
FAX: 202-225-1100

OXNARD, CA OFFICE  
201 EAST FOURTH STREET, SUITE 209B  
OXNARD, CA 93030  
PHONE: 805-379-1779  
FAX: 805-379-1799

THOUSAND OAKS, CA OFFICE  
223 EAST THOUSAND OAKS BOULEVARD, SUITE 220  
THOUSANDS OAKS, CA 91360  
PHONE: 805-379-1779  
FAX: 805-379-1799

April 3, 2024

ITEM 4 ATTACHMENT

Mr. Michael McConville  
Deputy City Manager  
City of Calabasas  
100 Civic Center Way  
Calabasas, CA 91302

Dear Michael,

Thank you for contacting me to inquire about my work in Congress to address aviation noise issues facing our community.

I share your interest in ensuring the Federal Aviation Administration (FAA) considers the impact of aircraft noise when designing flight paths, and I agree that the FAA must take action to mitigate these impacts. In Congress, I have also been working on these issues as a member of the Quiet Skies Caucus for many years.

With respect to legislation, I hope you will be pleased to know that we were successful in the 2018 FAA Authorization Act in getting a number of provisions included. Not only did the law authorize continued funding for airport noise abatement programs, but the law also included new language to require FAA to do more to address noise complaints, especially in areas like Ventura and Los Angeles Counties that have recently completed metroplex redesign projects. Among the provisions included in the final agreement, the law required FAA to update its noise measurement metrics and requires certain airports to update noise exposure maps. It also required FAA to evaluate alternative metrics to the current average day-night level standard, such as the use of actual noise sampling, to address community airplane noise concerns. The law required FAA to consider the feasibility of dispersing airplane flight paths in areas where aircraft fly 6,000 feet or less above ground level. The law required a study on the health impacts of noise from aircraft on residents exposed to a range of noise levels in major metropolitan areas, including throughout the Southern California Metroplex. The study must also consider the incremental health impacts on residents living partly or wholly underneath flight paths most frequently used by aircraft flying at an altitude lower than 10,000 feet. The study will also review the economic impacts of overflight noise for businesses in these areas.

The law also created a new position of regional ombudsman to serve as a regional liaison with the public, including community groups, on issues regarding aircraft noise, pollution, and safety; to make recommendations to FAA to address concerns raised by the public and improve the consideration of public comments in decision-making processes; and to be consulted on proposed changes in aircraft operations affecting the region, including arrival and departure routes, in order to minimize environmental impacts, including noise. The law required FAA to study the phase-out of the use of so-called "stage 3" aircraft, which are aircraft with older, noisier engines. The law required FAA to improve its community engagement practices for Metroplex redesign projects. The law required a study of take-off speeds to evaluate noise reduction options.

In July 2023, the House passed a new FAA reauthorization bill. The House-passed bill not only reauthorizes and increases funding for airport noise abatement programs, but it also includes a number of provisions to help mitigate aircraft and airport noise, including by requiring the FAA to review and revise regulations on noise

standards to reflect all relevant laws and regulations with the agency to seek feedback from airports, airport users, and individuals who live in the vicinity of an airport. It requires the FAA, when implementing or revising a flight procedure, to reduce undesirable aircraft noise by implementing flight procedures that mitigate its impact, working with airport sponsors and impacted neighborhoods to establish or modify arrival and departure routes, and discouraging residential or other buildings near airports.

The House-passed bill also establishes an Airport Community of Interest Task Force to provide recommendations on multiple aspects of FAA engagement with communities surrounding airports, including with regard to noise abatement efforts, air traffic pattern changes, the noise complaint process, development projects around airports, and improving information sharing. The FAA must convene annual engagement events in each of its regions to focus on topics of regional interest. It also must establish a Community Collaboration Program to harmonize policies and procedures across the agency relating to community engagement.

Currently, the House and Senate are engaged in conference negotiations to resolve differences between the House-passed bill and the Senate Commerce Committee version of the FAA reauthorization. We are hopeful that the final 2024 FAA authorization bill will come together quickly.

Finally, I have also encouraged residents with noise complaints to file an official complaint with FAA. Information on how to submit a formal complaint is online here: <https://www.faa.gov/noise/inquiries>. In the past, complaints have led to some FAA changes to address noise issues. For instance, following many complaints from the Newbury Park community, FAA raised the altitude of a flight path over that neighborhood.

I have also strongly encouraged my constituents to engage directly with local community groups on the issues impacting their neighborhood, including through the LAX/Community Noise Roundtable that meets regularly to address community noise concerns. Information about the roundtable, including how to participate in upcoming meetings, is online here: <https://www.lawa.org/lawa-environment/noise-management/lawa-noise-management-lax/community-noise-roundtable>. Local noise abatement groups play a key role in developing airport noise abatement plans, so the more residents who participate actively, the greater impact they can have on those noise abatement plans.

I hope this information is helpful. Please be assured that I will continue to work on these issues in Congress, keeping in mind the impact of noise on our community. Finally, if the City of Calabasas needs assistance connecting with the FAA, please do not hesitate to contact my casework team at 805-379-1779.

Sincerely,

A handwritten signature in blue ink, appearing to read "Julia Brownley", with a checkmark at the end.

JULIA BROWNLEY  
Member of Congress