

DISTRICT OFFICE

698 EMERSON STREET
PALO ALTO, CA 94301-1609
(650) 323-2984
(408) 245-2339
(831) 335-2020
FAX (650) 323-3498

<http://eshoo.house.gov>



WASHINGTON OFFICE

241 CANNON BUILDING
WASHINGTON, D.C. 20515-0514
(202) 225-8104
FAX (202) 225-8890

COMMITTEE ON ENERGY AND
COMMERCE

RANKING MEMBER, SUBCOMMITTEE ON
COMMUNICATIONS AND TECHNOLOGY

Anna G. Eshoo
Congress of the United States
House of Representatives
18th District, California

June 29, 2015

Dear Friend,

Because you have previously contacted me about flight path changes and an increase in aircraft noise affecting you and your community, I want to provide you with an update on my work on this issue.

Since my last update to you in April, I've met with the Administrator of the Federal Aviation Administration (FAA), Michael Huerta, regarding the troubling increase in airplane noise across our Congressional District. Administrator Huerta agreed to reexamine flight altitudes passing over our region. He also agreed to have the FAA Regional Administrator hold a meeting with community representatives from our Congressional District in the near future.

As a member of the Congressional Quiet Skies Caucus, I've written to the leadership of the House Transportation and Infrastructure Committee in advance of an upcoming reauthorization of the FAA. As you may know, under current law the FAA cannot set or move a flight path based on noise impacts alone. In the letter from me and House colleagues, we urge the Committee to include several important reforms in the FAA reauthorization bill, including:

1. Mandating a robust community engagement process, including public hearings, before flight paths are changed;
2. Requiring the FAA to use other measures of noise than the day-night average level (DNL) which is currently used but does not capture the true levels of noise experienced on the ground;
3. Clarifying that airports can implement noise mitigation measures in communities not experiencing noise levels above the FAA's "acceptable" level of noise of 65 DNL; and
4. Mandating independent research on the health impacts of aviation noise.

With these important reforms, the FAA's process of addressing and avoiding noise impacts would be substantially improved. As the FAA reauthorization bill moves through the House, I will continue to advocate for these and other important changes to ensure that the FAA properly

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considers noise impacts on the ground. A copy of our letter to the House Transportation Committee is enclosed for your perusal.

As always, I encourage you to continue to report any excessive aircraft noise complaints to the SFO Noise Abatement Office. This is very important. Your call will be part of the official record and official documentation. You can reach the Noise Abatement Office at (650) 821-4736 or via email at sfo.noise@fllysfo.com.

Thank you again for writing to me, and if you have any other questions or comments, let me hear from you. I value what my constituents say to me, and I always need your thoughts and benefit from your ideas.

Most gratefully,

Anna G. Eshoo
Member of Congress

Enclosure