



Citizen Action Plan: *The Real Impact of Aircraft Noise in America*

Remember, it's your government. If you don't like it, change it! As citizens we can act in many ways to make the Federal Aviation Administration responsive to citizen needs. First,

We demand Congress act to force the Federal Aviation Administration to:

Inform the public of the true impact of aircraft noise

- Annually publish Noise Exposure Maps for the 35 largest airports in the US out to 55 dB DNL. This should include maps and population counts for each city
- Continue to allow the use of CNEL as an alternate metric, to better reflect the impact of aircraft noise on people's lives during evening hours
- Provide an annual report on the impact of aircraft noise at 55 dB DNL for the entire country

Protect citizens from significant impact of aircraft noise

- Use 55 dB DNL as the threshold from significant impact of aircraft noise
- In states that use CNEL, use 55 dB CNEL as that threshold

Engage with citizens in a transparent fashion

- End the use of Categorical Exclusions for the implementation of NextGen/PBN
- Require notification to local community groups of proposed changes to flight patterns prior to finalizing those changes

The Congressional Quiet Skies Caucus is actively working to move the FAA in this direction. Rep. Ellison is a member of the Caucus, but Rep. Paulsen is not. This is not a partisan issue. It is a question of health, wellness and property values, all of which transcends party. If you live in Rep. Paulsen's district, ask him where he stands on demanding transparency and accountability from the FAA. Ask him when he intends to join the Quiet Skies Caucus. And if he does not plan to join it, ask him why not. If you live in Rep. Ellison's district, let him you know you support his membership in the Caucus.

Locally we need additional transparency so that we can better hold the FAA accountable for managing OUR airport, and to reduce noise for everyone. Our local, regional and city politicians can demand the following:

1. Inform

- a. Require the MAC to perform its own post-implementation review of the FAA's installation of PBN arrivals. The FAA cannot be trusted to meet local standards on this
- b. Require the MAC to publish annual Noise Exposure Maps with a 55 dB CNEL contour line, so we can make decisions based on current science
- c. Require the MAC to publish annual Noise Exposure Maps with N65 contours, so citizens can easily understand the impact of planes overhead, and so we can make better decisions
- d. Formally request Minnesota use CNEL to measure the long-term exposure to aircraft noise in order to account for the extra impact of evening noise

2. Incent

- a. Require the MAC to investigate how to reduce noise by pricing landing rights based on the greater impact of evening and nighttime noise, as is done at airports across the world
- b. Require the MAC to investigate how to reduce noise by pricing landing rights based on the greater impact of louder aircraft, as is done at airports across the world

3. Improve

- a. Investigate noise-reducing landscaping options based on what Amsterdam has done
- b. Advocate for airlines to install "vortex generators" that reduce noise on A320 aircraft
- c. Advocate for implementation of steeper glide slopes for arrivals, as Frankfurt has done



Your representatives who can act on this include:

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