

Section 1. Short Title

Section 2. Designated Communities

- This section creates the designation of “aviation impacted communities.”
- Establishes processes for the FAA to alert communities of their eligibility.
- Establishes that a community or its representatives may request that the FAA evaluate their eligibility for the designation of aviation-impacted community.
- Gives the governing body of a community the power to designate which areas of their community fall under the definition of aviation-impacted.

Section 3. Community Boards & Impacts Studies

- This section establishes the process for communities to create boards that will discuss and interface with airport operators and the FAA on airplane noise issues.
- Establishes that the purpose of the community boards is to bring together community leaders, aviation stakeholders, and the FAA to discuss solutions to the aviation impacts felt by the residents.
- If an aviation noise group already represents a community, the community can decide to continue with their current group
- Establishes that the members of the community board have discretion to select the time and place of their meetings.
- Requires that the FAA designate appropriate personnel to sit in on community board meetings.
- Community Boards can collaborate with airport operators and the FAA on finding solutions to disparate impacts experienced by the community and they can petition the FAA for comprehensive impact studies that incorporate broad sets of data on noise and emissions.
- Community Boards that have petitioned for a study are to work on the scope and methodology of the study with the FAA.
- The FAA is required to communicate the results of the study in the appropriate languages as requested by the community.

Section 4. Action Plans

- This section details how the FAA is to respond to the recommendations that are listed in the published community board reports and in the studies that the communities petition the FAA to complete.
- The FAA is required to publish an action plan to deal with a community’s concerns no later than six months after having received a community report or the results of a petitioned study.
- The action plans are to contain a long-term regional plan focused on reducing impacts, along with any changes to operations and flight paths if feasible and effective in reducing impacts for the community without exacerbating impacts in others.
- The FAA is to publically disseminate the action plan to members of the community, and to Members of Congress.

Section 5. Mitigation Funding

- This section establishes that the FAA may make grants necessary for mitigation no later than 180 days after the release of an action plan.
- Grants may be made for mitigation in residences, hospitals, nursing homes, and schools.
- Mitigation is defined as sound insulation for noise sensitive structures, construction of noise barriers, or acoustic shielding.
- Communities can request additional noise instrumentation for measurements.
- Neighborhoods within a 55 DNL contour are eligible for mitigation

Section 6. Authorization of Appropriations

- Authorizes such sums as necessary to carry out the provisions in the bill.

Section 7. Definitions

- Defines an aviation-impacted community as a community located 1 mile from any point where a commercial or cargo jet route is 3,000 feet or less above ground level.
- Defines “community” as any residential neighborhood, locality, municipality, town, or city.
- Defines disparate impact as noise, air pollution emissions, or any other aviation-related impact identified by a community coming from a commercial or cargo jet route and that is affecting a community or its residents.