

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-4608**

August 12, 2016

Michael P. Huerta  
Administrator  
U.S. Department of Transportation  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, D.C. 20591

Dear Administrator Huerta:

I write in support of the recommendation made on August 11, 2016, by the Reagan National Community Noise Working Group, to modify flight paths and possibly waypoints south of DCA. The proposed changes – drafted in consultation with the FAA, the Metropolitan Washington Airports Authority (MWAA), and the representatives from two airlines – are intended to keep aircraft centered over the Potomac River on departures, and to move departing aircraft farther down the Potomac River before turning east or west. I respectfully ask that you and your staff evaluate the recommendation as soon as possible, and give it favorable consideration.

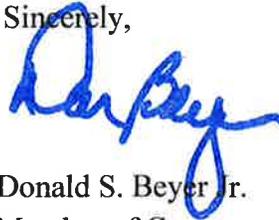
Since the DC Metroplex redesign, my office has seen a considerable uptick in complaints of excessive airplane noise from communities both north and south of the airport. In June, my office convened a meeting for south flow communities to hear directly from the FAA and MWAA about how changes to the region's airspace impact noise. The meeting was frank and productive and was attended by nearly 200 of my constituents – nearly all of whom said they regularly experience unreasonable levels of airplane noise.

While adoption of the recommendation would provide needed relief for communities to the south of National Airport, it represents only one approach to solving one problem. I encourage the FAA to continue to pursue holistic approaches to noise mitigation, including variations of daily flight routes, pressing for fleet modernization, and a robust community engagement process for any new flight paths or procedures or changes to existing flight paths and procedures. In 2014, the Congressional Quiet Skies Caucus wrote you to request that the FAA lower the standard by which it determines acceptable noise pollution, from the current 65 decibel Day-Night Average Sound Level (DNL) to a more reasonable 55 decibel DNL. The current standard was adopted in 1976 and has not updated since. I wish to add my voice to those calling on the FAA to adopt a

new, more reasonable standard. This and other practical noise solutions can go a long way toward quieting our skies.

Thank you for your participation in the working group and your outreach efforts in response to community concerns. I appreciate your commitment to mitigating aircraft noise from National Airport, and I stand ready to assist you in achieving this goal.

Sincerely,

A handwritten signature in blue ink, appearing to read "Don Beyer", with a stylized flourish at the end.

Donald S. Beyer Jr.  
Member of Congress  
8<sup>th</sup> District, Virginia