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**Congress of the United States
House of Representatives
Washington, D.C. 20515-0509**

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June 12, 2018

Mr. Daniel K. Elwell
Acting Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Dear Acting Administrator Elwell:

I write to request an in-person meeting between my district staff, the Port of Oakland, the Oakland Airport Community Noise Management Forum (Noise Forum), and FAA Western-Pacific Region representatives to ascertain the evaluation status of the Noise Forum's recommendations and develop an action plan to alleviate airplane noise in the East Bay as soon as possible.

I was disappointed at the lack of concrete answers in the FAA's *2018 Interim Response to the Oakland Airport Community Noise Management Forum's Recommendations*. While the Noise Forum specifically requested timelines and approximate milestone dates for their mitigation requests, the responses in the *Interim Report* from FAA only included a standardized list of open-ended timelines. 30 out of 34 Noise Forum recommendations are stated as "under evaluation" in the interim response with no information regarding where along the evaluation process they are. The terminology "under evaluation" is very vague, despite the FAA having been in receipt of the recommendations for nearly a year (since March 2017). **We respectfully request specific and expeditious milestone dates for the process moving forward.**

In addition, three of the recommendations for the TRUKN issue (items 4, 5 and 6 on page 19 of the interim response) are stated as "Feasible and could be undertaken in the Short Term -- Less than 2 years." However, the language of the three TRUKN recommendations is to *undertake analyses* to identify appropriate adjustments. The language used by the FAA in the interim response suggests it is only feasible to *undertake* initiating a study of this issue in less than 2 years, which is an unsatisfactory commitment.

These are just examples of some of the concerns that my constituents have raised. Therefore, I am requesting an in-person meeting between the above-mentioned parties as soon as possible. I recognize some of the Noise Forum's requests require more time and resources than others to process, but I believe we can work together and bring much needed noise relief to East Bay residents in a shorter timeframe.

In closing, I want to highlight key language in H.R. 4, the FAA Reauthorization Act of 2018, which recently passed the House of Representatives on April 27, 2018. Section 157 of the bill states that:

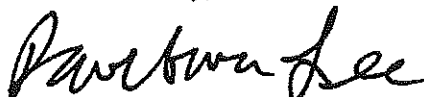
“the Administrator of the Federal Aviation Administration shall enter into an agreement with an eligible institution of higher education to conduct a study on the health impacts of noise from aircraft flights on residents exposed to a range of noise levels from such flights.”

The language goes on further to list the “Northern California Metroplex” as one of a few metropolitan areas for the FAA to “focus” its studies.

I would also like to highlight section 160 of H.R. 4, which directs the FAA to complete a review of its community involvement practices for Next Generation Air Transportation System (NextGen) projects located in metroplexes identified by the Administration. This review shall include, “...at a minimum, a determination of how and when to engage airports and communities in performance-based navigation proposals,” and “how the Administration will improve community involvement practices for NextGen projects located in metroplexes...”

I look forward to our continued collaboration and your expeditious response to this letter. Please contact Jose Hernandez in my Oakland District Office if you have any questions at: Jose.Hernandez@mail.house.gov. Jose may also be reached via phone at 510-763-0370. You may also contact Liz Lee in my Washington, D.C. office at: liz.lee@mail.house.gov. Thank you for your attention to this important matter.

Sincerely,



Barbara Lee
Member of Congress