

## Congressional Quiet Skies Caucus

Karen	Bass	CA-37	D
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Michael	Capuano	MA-7	D
Judy	Chu	CA-27	D
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Mike	Coffman	CO-6	R
Joseph	Crowley	NY-14	D
Susan	Davis	CA-53	D
Keith	Ellison	MN-5	D
Anna	Eshoo	CA-18	D
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Grace	Meng	NY-6	D
Grace	Napolitano	CA-32	D
Eleanor Holmes	Norton <i>Co-chair</i>	(DC)	D
Jimmy	Panetta	CA-20	D
Scott	Peters	CA-52	D
Jared	Polis	CO-2	D
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Jamie	Raskin	MD-8	D
Kathleen	Rice	NY-4	D
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Janice	Schakowsky	IL-9	D
Adam	Schiff	CA-28	D
David	Scott	GA-13	D
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Adam	Smith	WA-9	D
Darren	Soto	FL-9	D
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## H.R.598 - AIM Act of 2017

115th Congress (2017-2018) | [Get alerts](#)

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**Sponsor:** [Rep. Lynch, Stephen F. \[D-MA-8\]](#) (Introduced 01/20/2017)

**Committees:** House - Transportation and Infrastructure

**Latest Action:** 01/23/2017 Referred to the Subcommittee on Aviation. ([All Actions](#))

**Tracker:**

[Introduced](#) [Passed House](#) [Passed Senate](#) [To President](#) [Became Law](#)

**More on This Bill**

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**Subject — Policy Area:**  
Transportation and Public Works  
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**Summary (1)** [Text \(1\)](#) [Actions \(3\)](#) [Titles \(3\)](#) [Amendments \(0\)](#) [Cosponsors \(22\)](#) [Committees \(1\)](#) [Related Bills \(0\)](#)

### Summary: H.R.598 — 115th Congress (2017-2018)

[All Bill Information](#) (Except Text)

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There is one summary for H.R.598. [Bill summaries](#) are authored by [CRS](#).

**Shown Here:**

Introduced in House (01/20/2017)

#### Airplane Impacts Mitigation Act of 2017 or the AIM Act of 2017

This bill requires the Federal Aviation Administration (FAA) to enter into an agreement with an eligible institution of higher education to conduct a study of the health impacts of airplane flights on residents exposed to a range of noise and air pollution levels from such flights.

The study shall:

- focus on residents in Boston, Chicago, New York, the northern California metroplex, Phoenix, and not more than three additional metropolitan areas that each contain at least one international airport;
- consider the health impacts on residents living partly or wholly within the land area underneath the flight paths most frequently used by aircraft flying below 10,000 feet; and
- consider only those health impacts that manifest during the physical implementation of the NextGen RNAV program on flights departing from or arriving at an international airport located in one of such metropolitan areas.

An institution of higher education is eligible to conduct the study if it:

- has a school of public health that has participated in the FAA Center of Excellence for Aircraft Noise and Aviation Emissions Mitigation,
- has a Center for Environmental Health that receives funding from the National Institute of Environmental Health Sciences,
- is located in one of the areas within the scope of the study,
- applies to the FAA in a timely fashion,
- demonstrates that it is qualified to conduct such a study, and
- agrees to submit its findings to the FAA within two years after entering into such an agreement.

**H.R.598 - AIM Act of 2017**115th Congress (2017-2018) | [Get alerts](#)[BILL](#) [Hide Overview](#)

**Sponsor:** [Rep. Lynch, Stephen F. \[D-MA-8\]](#) (Introduced 01/20/2017)

**Committees:** House - Transportation and Infrastructure

**Latest Action:** 01/23/2017 Referred to the Subcommittee on Aviation. ([All Actions](#))

**Tracker:**

[Introduced](#) [Passed House](#) [Passed Senate](#) [To President](#)  
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**More on This Bill**[Constitutional Authority Statement](#)[CBO Cost Estimates \[0\]](#)

**Subject — Policy Area:**  
Transportation and Public Works

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There is one version of the bill.

**Text available as:** [XML/HTML](#) [XML/HTML \(new window\)](#) [TXT](#) [PDF](#) (PDF provides a complete and accurate display of this text.)<sup>?</sup>

**Shown Here:**

Introduced in House (01/20/2017)

115TH CONGRESS  
1ST SESSION**H. R. 598**

To require the Administrator of the Federal Aviation Administration to commission a study of the health impacts of airplane flights on affected residents of certain metropolitan areas, and for other purposes.

# IN THE HOUSE OF REPRESENTATIVES

JANUARY 20, 2017

Mr. LYNCH (for himself, Mr. QUIGLEY, Mr. GALLEGRO, Mr. CAPUANO, Ms. CLARK of Massachusetts, Ms. SINEMA, Mr. JEFFRIES, Mr. BEYER, Ms. ESHOO, Mr. CROWLEY, Ms. MENG, Ms. SPEIER, Ms. NORTON, Mr. LIPINSKI, Ms. SCHAKOWSKY, Mr. PETERS, Mr. TED LIEU of California, Miss Rice of New York, and Mr. SUOZZI) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

## A BILL

To require the Administrator of the Federal Aviation Administration to commission a study of the health impacts of airplane flights on affected residents of certain metropolitan areas, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

### **SECTION 1. SHORT TITLE.**

This Act may be cited as the “Airplane Impacts Mitigation Act of 2017” or the “AIM Act of 2017”.

### **SEC. 2. STUDY OF HEALTH IMPACTS OF OVERFLIGHTS.**

(a) **IN GENERAL.**—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall enter into an agreement with an eligible institution of higher education to conduct a study of the health impacts of airplane flights on residents exposed to a range of noise and air pollution levels from such flights.

(b) **SCOPE OF STUDY.**—The study conducted under subsection (a) shall—

(1) examine the health impacts of airplane flights on residents, including asthma exacerbation, sleep disturbance, stress, and elevated blood pressure;

(2) focus on residents in not more than eight metropolitan areas, including—

(A) Boston;

(B) Chicago;

(C) New York;

(D) the Northern California Metroplex;

(E) Phoenix; and

(F) not more than three additional metropolitan areas, chosen at the discretion of the Administrator, that each contain at least one international airport;

(3) consider in particular the health impacts on residents living partly or wholly within the land area underneath the flight paths most frequently used by aircraft flying, including during takeoff or landing, at an altitude lower than 10,000 feet; and

(4) consider only those health impacts that manifest during the physical implementation of the NextGen RNAV program on flights departing from or arriving at an international airport located in one of the metropolitan areas described in paragraph (2).

(c) **ELIGIBILITY.**—An institution of higher education is eligible to conduct the study if the institution—

(1) has a school of public health that has participated in the Federal Aviation Administration Center of Excellence for Aircraft Noise and Aviation Emissions Mitigation (PARTNER);

(2) has a Center for Environmental Health that receives funding from the National Institute of Environmental Health Sciences;

(3) is located in one of the areas within the scope of the study described in subsection (b);

(4) applies to the Administrator in a timely fashion;

(5) demonstrates to the Administrator's satisfaction that the institution is qualified to conduct such a study;

(6) agrees to submit to the Administrator, not later than 2 years after entering into an agreement under subsection (a), the findings and conclusions of the study as well as any source materials used; and

(7) meets such other requirements as the Administrator may determine to be necessary.

(d) **REPORT.**—Not later than 60 days after the Administrator receives the study under subsection (a), the Administrator shall submit to Congress a report containing the findings and conclusions of the study.

# H.R.598 - AIM Act of 2017

115th Congress (2017-2018) | [Get alerts](#)

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**Sponsor:** [Rep. Lynch, Stephen F. \[D-MA-8\]](#) (Introduced 01/20/2017)

**Committees:** House - Transportation and Infrastructure

**Latest Action:** 01/23/2017 Referred to the Subcommittee on Aviation. [\(All Actions\)](#)

**Tracker:**

introduced   **Passed House**   Passed Senate   To President   Became Law

**More on This Bill**

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**Subject — Policy Area:**  
Transportation and Public Works

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Summary (1)   Text (1)   Actions (3)   Titles (3)   Amendments (0)   **Cosponsors (22)**   Committees (1)   Related Bills (0)

## Cosponsors: H.R.598 — 115th Congress (2017-2018)

[All Bill Information](#) (Except Text)

**Sponsor:** [Rep. Lynch, Stephen F. \[D-MA-8\]](#) | Cosponsor statistics: 22 current - includes 18 original

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\* = Original cosponsor

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Cosponsor	Date Cosponsored
<a href="#">Rep. Quigley, Mike [D-IL-5]*</a>	01/20/2017
<a href="#">Rep. Gallego, Ruben [D-AZ-7]*</a>	01/20/2017
<a href="#">Rep. Capuano, Michael E. [D-MA-7]*</a>	01/20/2017
<a href="#">Rep. Clark, Katherine M. [D-MA-5]*</a>	01/20/2017
<a href="#">Rep. Sinema, Kyrsten [D-AZ-9]*</a>	01/20/2017
<a href="#">Rep. Jeffries, Hakeem S. [D-NY-8]*</a>	01/20/2017
<a href="#">Rep. Beyer, Donald S., Jr. [D-VA-8]*</a>	01/20/2017
<a href="#">Rep. Eshoo, Anna G. [D-CA-18]*</a>	01/20/2017
<a href="#">Rep. Crowley, Joseph [D-NY-14]*</a>	01/20/2017
<a href="#">Rep. Meng, Grace [D-NY-6]*</a>	01/20/2017
<a href="#">Rep. Speier, Jackie [D-CA-14]*</a>	01/20/2017
<a href="#">Rep. Norton, Eleanor Holmes [D-DC-At Large]*</a>	01/20/2017
<a href="#">Rep. Lipinski, Daniel [D-IL-3]*</a>	01/20/2017
<a href="#">Rep. Schakowsky, Janice D. [D-IL-9]*</a>	01/20/2017
<a href="#">Rep. Peters, Scott H. [D-CA-52]*</a>	01/20/2017

<u>Rep. Lieu, Ted [D-CA-33]*</u>	01/20/2017
<u>Rep. Rice, Kathleen M. [D-NY-4]*</u>	01/20/2017
<u>Rep. Suozzi, Thomas R. [D-NY-3]*</u>	01/20/2017
<u>Rep. Polis, Jared [D-CO-2]</u>	01/24/2017
<u>Rep. Meeks, Gregory W. [D-NY-5]</u>	01/27/2017
<u>Rep. Ellison, Keith [D-MN-5]</u>	03/10/2017
<u>Rep. Raskin, Jamie [D-MD-8]</u>	04/12/2017

# H.R.2539 - Quiet Communities Act of 2017

115th Congress (2017-2018) | [Get alerts](#)

**BILL** Hide Overview

<b>Sponsor:</b> <a href="#">Rep. Meng, Grace [D-NY-6]</a> (Introduced 05/18/2017)				
<b>Committees:</b> House - Energy and Commerce; Transportation and Infrastructure				
<b>Latest Action:</b> 05/18/2017 Referred to House Transportation and Infrastructure ( <a href="#">All Actions</a> )				
<b>Tracker:</b>				
Introduced	Passed House	Passed Senate	To President	
	Became Law			

**More on This Bill**

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- Summary (0)
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- Committees (2)
- Referred (0)

## Text: H.R.2539 — 115th Congress (2017-2018)

[All Bill Information](#) (Except Text)

There is one version of the bill.

**Text available as:** XML/HTML [XML/HTML \(new window\)](#) [TXT](#) [PDF](#) (PDF provides a complete and accurate display of this text.) ?

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Introduced in House (05/18/2017)

115TH CONGRESS  
1ST SESSION

# H. R. 2539

To reestablish the Office of Noise Abatement and Control in the Environmental Protection Agency, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

MAY 18, 2017



Ms. MENG (for herself, Mr. CROWLEY, Mr. GALLEGRO, Mr. QUIGLEY, Mr. SUOZZI, Ms. NORTON, Ms. SCHAKOWSKY, Ms. SPEIER, Mr. CAPUANO, Miss Rice of New York, Mr. SMITH of Washington, and Ms. ESHOO) introduced the following bill; which was referred to the Committee on Energy and Commerce, and in addition to the Committee on Transportation and Infrastructure, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

# A BILL

To reestablish the Office of Noise Abatement and Control in the Environmental Protection Agency, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

## **SECTION 1. SHORT TITLE.**

This Act may be cited as the “Quiet Communities Act of 2017”.

## **SEC. 2. FINDINGS.**

Congress finds that:

(1) Approximately 28,000,000 Americans are afflicted with some hearing loss and it has been estimated that 10,000,000 of these impairments are at least partially attributable to damage from exposure to noise.

(2) For millions of Americans, noise from aircraft, vehicular traffic, and a variety of other sources is a constant source of torment. Millions of Americans are exposed to noise levels that can lead to sleep loss, psychological and physiological damage, and work disruption.

(3) Chronic exposure to noise has been linked to increased risk of cardiovascular disorders, learning deficits in children, stress, and diminished quality of life.

(4) Excessive noise leading to sleep deprivation and task interruptions can result in untold costs on society in diminished worker productivity.

(5) Pursuant to authorities granted under the Clean Air Act of 1970, the Noise Control Act of 1972, and the Quiet Communities Act of 1978, the Environmental Protection Agency established an Office of Noise Abatement and Control. Its responsibilities included promulgating noise emission standards, requiring product labeling, facilitating the development of low emission products, coordinating Federal noise reduction programs, assisting State and local abatement

efforts, and promoting noise education and research. However, funding for the Office of Noise Abatement and Control was terminated in 1982 and no funds have been provided since.

(6) Because the Environmental Protection Agency remains legally responsible for enforcing regulations issued under the Noise Control Act of 1972 even though funding for these activities were terminated, and because the Noise Control Act of 1972 prohibits State and local governments from regulating noise sources in many situations, noise abatement programs across the country lie dormant.

(7) As population growth and air and vehicular traffic continue to increase, noise pollution is likely to become an even greater problem in the future. The health and welfare of our citizens demands that the Environmental Protection Agency, the lead Federal agency for the protection of public health and welfare, once again assume a role in combating noise pollution.

### **SEC. 3. REESTABLISHMENT OF OFFICE OF NOISE ABATEMENT AND CONTROL.**

(a) **REESTABLISHMENT.**—The Administrator of the Environmental Protection Agency shall reestablish within the Environmental Protection Agency an Office of Noise Abatement and Control.

(b) **DUTIES.**—The responsibilities of the Office include the following:

(1) To promote the development of effective State and local noise control programs by providing States with technical assistance and grants to develop the programs, including the purchase of equipment for local communities.

(2) To carry out a national noise control research program to assess the impacts of noise from varied noise sources on mental and physical health.

(3) To carry out a national noise environmental assessment program to identify trends in noise exposure and response, ambient levels, and compliance data and to determine the effectiveness of noise abatement actions, including actions for areas around major transportation facilities (such as highways, railroad facilities, and airports).

(4) To develop and disseminate information and educational materials to the public on the mental and physical effects of noise and the most effective means for noise control through the use of materials for school curricula, volunteer organizations, radio and television programs, publications, and other means.

(5) To develop educational and training materials and programs, including national and regional workshops, to support State and local noise abatement and control programs.

(6) To establish regional technical assistance centers which use the capabilities of university

, and private organizations to assist State and local noise control programs.

(7) To undertake an assessment of the effectiveness of the Noise Control Act of 1972.

(c) **PREFERRED APPROACHES.**—In carrying out its duties under this section, the Office shall emphasize noise abatement approaches that rely on local and State activities, market incentives, and coordination with other public and private agencies.

(d) **STUDY.**—

(1) **IN GENERAL.**—Using funds made available to the Office, the Administrator shall carry out a study of airport noise. The Administrator shall carry out the study by entering into contracts or other agreements with independent scientists with expertise in noise measurements, noise effects, and noise abatement techniques to conduct the study.

(2) **CONTENTS.**—The study shall examine the selection of noise measurement methodologies by the Federal Aviation Administration, the threshold of noise at which health impacts are felt, and the effectiveness of noise abatement programs at airports around the Nation.

(3) **REPORT.**—Not later than 24 months after the date of enactment of this Act, the Administrator shall transmit to Congress a report on the results of the study, together with specific recommendations on new measures that can be implemented to mitigate the impact of aircraft noise on surrounding communities.

#### **SEC. 4. GRANTS UNDER QUIET COMMUNITIES PROGRAM.**

Section 14(c)(1) of the Noise Control Act of 1972 (42 U.S.C. 4913(c)(1)) is amended—

(1) by striking “and” at the end of subparagraph (C); and

(2) by adding at the end the following:

“(E) establishing and implementing training programs on use of noise abatement equipment; and

“(F) implementing noise abatement plans;”.

#### **SEC. 5. AUTHORIZATION OF APPROPRIATIONS.**

There is authorized to be appropriated for each of fiscal years 2018 through 2022 \$21,000,000 for activities of the Office of Noise Abatement and Control reestablished under section 3.

# H.R.2539 - Quiet Communities Act of 2017

115th Congress (2017-2018) | [Get alerts](#)

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- [CBO Cost Estimates \[0\]](#)

**Sponsor:** [Rep. Meng, Grace \[D-NY-6\]](#) (Introduced 05/18/2017)

**Committees:** House - Energy and Commerce; Transportation and Infrastructure

**Latest Action:** 05/18/2017 Referred to House Transportation and Infrastructure ([All Actions](#))

**Tracker:**

Introduced    Passed House    Passed Senate    To President    Became Law

Summary (0)    Text (1)    Actions (4)    Titles (2)    Amendments (0)    **Cosponsors (12)**    Committees (2)    Related Bills (0)

## Cosponsors: H.R.2539 — 115th Congress (2017-2018)

[All Bill Information](#) (Except Text)

**Sponsor:** [Rep. Meng, Grace \[D-NY-6\]](#) | Cosponsor statistics: 12 current - includes 11 original

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Cosponsor	Date Cosponsored
<a href="#">Rep. Crowley, Joseph [D-NY-14]*</a>	05/18/2017
<a href="#">Rep. Gallego, Ruben [D-AZ-7]*</a>	05/18/2017
<a href="#">Rep. Quigley, Mike [D-IL-5]*</a>	05/18/2017
<a href="#">Rep. Suozzi, Thomas R. [D-NY-3]*</a>	05/18/2017
<a href="#">Rep. Norton, Eleanor Holmes [D-DC-At Large]*</a>	05/18/2017
<a href="#">Rep. Schakowsky, Janice D. [D-IL-9]*</a>	05/18/2017
<a href="#">Rep. Speier, Jackie [D-CA-14]*</a>	05/18/2017
<a href="#">Rep. Capuano, Michael E. [D-MA-7]*</a>	05/18/2017
<a href="#">Rep. Rice, Kathleen M. [D-NY-4]*</a>	05/18/2017
<a href="#">Rep. Smith, Adam [D-WA-9]*</a>	05/18/2017
<a href="#">Rep. Eshoo, Anna G. [D-CA-18]*</a>	05/18/2017
<a href="#">Rep. Bass, Karen [D-CA-37]</a>	05/22/2017

# H.R.2539 - Quiet Communities Act of 2017

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**Sponsor:** [Rep. Meng, Grace \[D-NY-6\]](#) (Introduced 05/18/2017)

**Committees:** House - Energy and Commerce; Transportation and Infrastructure

**Latest Action:** 05/18/2017 Referred to House Transportation and Infrastructure ([All Actions](#))

**Tracker:**

Introduced
  Passed House
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  Became Law

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## Committees: H.R.2539 — 115th Congress (2017-2018)

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Committees, subcommittees and links to reports associated with this bill are listed here, as well as the nature and date of [committee activity](#) and [Congressional report number](#).

Committee / Subcommittee	Date	Activity	Reports
House Energy and Commerce	05/18/2017	Referred to	
House Transportation and Infrastructure	05/18/2017	Referred to	