

June 5, 2015

Honorable Hal Rogers
Chairman
Committee on Appropriation
U.S. House of Representatives
Washington, DC 20515

Honorable Nita Lowey
Ranking Member
Committee on Appropriations
U.S. House of Representatives
Washington, DC 20515

Dear Chairman Rogers and Ranking Member Lowey:

We are writing today to express our strong opposition to the amendment that has been offered to H.R. 2577, the Transportation, Housing and Urban Development Appropriations Act for FY 2016, which would impose a night curfew at the Bob Hope Airport in Burbank, California, and to any other such amendments that might be offered to limit or restrict aircraft operations at our nation's airports. Such restrictions would have a devastating impact on communities, travelers, local businesses and negatively impact our national aviation system.

Amendments like these would circumvent the requirements of the Airport Noise and Capacity Act of 1990 (ANCA) and set a dangerous precedent. As you know, ANCA was enacted by Congress in 1990 in response to a growing number of noise-based operating restrictions imposed on aircraft by localities. In developing ANCA, Congress carefully structured a system that balanced air carrier, general aviation, airport, and community interests. ANCA was adopted to prevent the type of noise restriction contained in the amendment offered for a curfew at Bob Hope Airport. The amendment sets a dangerous precedent, and would do little, if anything, to improve the noise environment around Burbank. Further, such a precedent would open the floodgates to the creation of a patchwork of confusing and complex operating restrictions across the country that would undermine our national aviation and airport system.

Notably, with a strong track record of developing and deploying new, quieter technology and the implementation of noise abatement operational procedures, our members have played an important role in reducing noise exposure. Indeed, the number of people exposed to significant levels of aircraft noise in the United States has dropped by 95 percent since the late 1970s. Against this backdrop, proposals to impose airport-specific aircraft operating restrictions are particularly concerning.

The aviation industry is committed to working with communities through local programs. However, the amendment proposed for Bob Hope Airport represents an attempt to circumvent ANCA and would damage our nation's successful long-standing policy. We urge you to oppose this and any other amendment which would restrict aircraft operations at our nation's airports.

Sincerely,

Aircraft Owners and Pilots Association

Airlines for America

Air Line Pilots Association

Cargo Airline Association

General Aviation Manufacturers Association

Helicopter Association International

National Air Transportation Association

National Business Aviation Association