

By: Thompson

H.C.R. No. 249

HOUSE CONCURRENT RESOLUTION

1 WHEREAS, Current Federal Aviation Administration (FAA) noise
2 mitigation standards still leave a number of residents severely
3 impacted by aircraft noise; and

4 WHEREAS, Currently the only method sanctioned by the FAA for
5 determining if an area is eligible for aircraft noise mitigation is
6 called Day-Night Average Sound Level (DNL); and

7 WHEREAS, In the calculations for DNL are flight operations
8 data from the airport, noise data for each plane type from the
9 manufacturer of the plane, and a few other miscellaneous variables;
10 and

11 WHEREAS, This data is uploaded into noise software sanctioned
12 by the FAA and a noise model is produced; and

13 WHEREAS, This model is not based on actual noise data but
14 rather operations estimates and manufacturer information; and

15 WHEREAS, This model then produces a contour map of the
16 airport operations area with noise contour lines; and

17 WHEREAS, Many sources have said that the DNL is not accurate
18 because it does not take into account much beyond a mile from the
19 end of the runway because the software does not compute in such
20 things as: sound bounce from clouds and fog; the absence or presence
21 of forestation for noise deadening; variations in flight paths due
22 to weather and temperature inversions; and

23 WHEREAS, The 65 decibel line (or greater) is the one that can
24 produce federal mitigation funds; and

1 WHEREAS, Bush IAH has 95% of its air operations from 6am to
2 10pm and since the DNL average is taken over the entire 24 hour
3 period, the average becomes extremely diluted; and

4 WHEREAS, the Occupational Safety and Health Administration
5 has established the workplace noise level at 55 decibels and
6 anything above is detrimental to the workforce;

7 WHEREAS, These have to be requested by the airport; and

8 WHEREAS, The airport does not always request funding as in
9 the recent Wylie study, in Houston, which produced greater than 54
10 decibel levels for a subdivision called North Hollow; and

11 WHEREAS, The annoyance effects of aircraft noise are widely
12 recognized; however, aircraft noise is also responsible for a
13 significant amount of hearing loss as well as a contributor to a
14 number of diseases; and

15 WHEREAS, High levels of aircraft noise that commonly exist
16 near major commercial airports are known to increase blood pressure
17 and contribute to. Some research indicates that it contributes to
18 heart disease, immune deficiencies, asthma and other stress related
19 diseases.

20 WHEREAS, Further research is being carried out to better
21 understand the effects of long term exposure to aircraft noise;
22 now, therefore, be it

23 RESOLVED, That the 80th Legislature of the State of Texas
24 hereby respectfully urge the United States Congress and the Federal
25 Aviation Administration to reexamine the federal policies on the
26 mitigation of aircraft noise, including residential buy out
27 options, to better reflect actual aircraft noise experienced by

1 residents living near airports and the negative health effects of
2 sounds levels on those residents; and, be it further

3 RESOLVED, That the Texas secretary of state forward official
4 copies of this resolution to the administrator of the Federal
5 Aviation Administration, to the president of the United States, to
6 the speaker of the house of representatives and the president of the
7 senate of the United States Congress, and to all the members of the
8 Texas delegation to the congress with the request that this
9 resolution be officially entered in the Congressional Record as a
10 memorial to the Congress of the United States of America.