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February 15, 2011

The Honorable John Mica
United States House of
Representatives
Chairman, Committee on
Transportation and Infrastructure
2165 Rayburn House Office Building
Washington, DC 20515

The Honorable Thomas Petri
United States House of
Representatives
Chairman, Subcommittee on
Aviation
Committee on Transportation and
Infrastructure
2251 Rayburn House Office Building
Washington, DC 20515

The Honorable Nick Rahall
United States House of
Representatives
Ranking Member, Committee on
Transportation and Infrastructure
2163 Rayburn House Office Building
Washington, DC 20515

The Honorable Jerry Costello
United States House of
Representatives
Ranking Member, Subcommittee on
Aviation
Committee on Transportation and
Infrastructure
2251 Rayburn House Office Building
Washington, DC 20515

Dear Chairman Mica, Chairman Petri, Ranking Member Rahall and Ranking
Member Costello,

The National Air Transportation Association (NATA), the voice of aviation
business, is the public policy group representing the interests of aviation
businesses before the Congress, federal agencies and state governments. NATA's
over 2,000 member companies own, operate and service aircraft and provide for
the needs of the traveling public by offering services and products to aircraft
operators and others such as fuel sales, aircraft maintenance, parts sales, storage,
rental, airline servicing, flight training, Part 135 on-demand air charter, fractional
aircraft program management and scheduled commuter operations in smaller
aircraft. NATA members are a vital link in the aviation industry providing
services to the general public, airlines, general aviation and the military.

On behalf of NATA's 2000 member companies, I write in opposition to the Valley-
Wide Noise Relief Act that would allow Bob Hope Burbank Airport (BUR) and
Van Nuys Airport (VNY) to circumvent the Airport Noise and Capacity Act of
1990 (ANCA) by imposing a curfew on aircraft operations between the hours of
10:00 p.m. and 7:00 a.m.

As you know, ANCA was enacted in 1990 in response to a growing number of noise-based operating restrictions imposed on aircraft. Congress carefully structured a compromise that addressed air carrier, general aviation, airport, and community interests. This compromise was designed to provide a national standard (Title 14, Code of Federal Regulations, Part 161) for handling noise concerns at public-use airports, and avoid the varying and complex scheme of individual airport-imposed noise restrictions that would otherwise occur without a national standard.

In October 2009, the Federal Aviation Administration (FAA) denied the Burbank-Glendale-Pasadena Airport Authority's Part 161 application to impose a blanket curfew on nighttime aircraft activity at BUR and VNY. The denial occurred because the FAA determined that the request failed to meet the statutory requirements set forth by the ANCA for the imposition of airport access restrictions. Having failed to meet their goal of imposing a total nighttime curfew on aircraft activity, Members of Congress representing those districts are now introducing legislation to modify ANCA to allow this specific curfew to be imposed.

The current BUR-VNY proposal would allow the curfew sought by the airport authority to be "grandfathered" and claims that this is necessary based on an alleged "oversight" in ANCA. The fact of the matter is that the curfew proposed by the Burbank-Glendale-Pasadena Airport Authority is exactly the type that was meant by the ANCA to be subject to a national standard and was not prohibited by some undocumented "oversight" in the ANCA.

The Valley-Wide Noise Relief Act proposes moving aviation policy away from a national standard towards a patchwork of restrictions and regulations imposed by localities and municipalities. This proposed Act will further encourage politically expedient access restrictions at our nation's public-use airports that will ultimately damage our national system of air transportation.

Once again, I respectfully request your opposition to the Valley-Wide Noise Relief Act. Thank you for your attention to this important matter.

A handwritten signature in black ink, appearing to read "James K. Coyne", written in a cursive style.

James K. Coyne
President