

# **HR 5108: Southbound HUSSH & NIITE Helps Households (SHHH) Act of 2019**

*Co-Leads for the SHHH Act: Speier, Eshoo*

The SHHH Act would require the Federal Aviation Administration (FAA) to continue the standard processing of a newly-proposed change to a longstanding flight path in order to determine the impacts of the proposed change and whether or not to adopt it. The Act would also allow community input during the standard processing.

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- The recently-proposed SFO NIITE and OAK HUSSH nighttime noise abatement departure procedures are a variation on a long-used flight path. The long-used path presently routes most nighttime departures from SFO over San Francisco Bay until the planes reach a higher altitude and largely avoid residences. Presently, these noise abatement procedures are available for northbound and eastbound flights. However, there is no existing published flight procedure to use this flight path for southbound flights. Instead, southbound flights first take off over the bay but then turn back sharply and over homes at altitudes as low as 2000 – 3000 feet awakening families many times throughout the night.
  - After extensive study and public input, two aviation roundtables (composed of cities) recommended in 2016 that the FAA add on a flight procedure “Transition” that would allow southbound flights to fly the existing NIITE and HUSSH Departures over the San Francisco Bay, then transition over water to the Pacific Ocean and head south reaching a relatively high altitude (which minimizes noise impacts) before flying over land.
  - In the three years since the recommendations were made, the FAA has not commenced the standard process to review and implement the recommended Southbound Transition.
  - Instead, the FAA has concluded that adding flights on this route over San Francisco Bay are likely to cause some takeoff delays during certain hours, so they are convening private meetings with airlines before even initiating the standard FAA procedure design/development process.
  - The FAA standard procedure design and development process is set forth in FAA Order JO7100.41. This is typically a two-year process which includes recurring participation by diverse aviation stakeholders – including airlines but excluding representatives of local cities – to review all aspects and challenges associated with a proposed flight procedure.
  - This bill does not require the FAA to approve the Southbound Transitions to the NIITE and HUSSH nighttime noise abatement departures. It only requires the FAA to use the standard FAA PBN procedure design process without adding gratuitous extra requirements or pre-conditions.
  - To support this effort, the bill also requires the FAA to allow a technical representative of the aviation roundtable (a group of cities) to participate in the PBN process (once initiated) on the same terms and conditions as the participation afforded to representatives of airports, airlines and other aviation stakeholders.