

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. GALLEGO, 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.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Airplane Impacts Miti-
5 gation Act of 2017” or the “AIM Act of 2017”.

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

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

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

11 (1) examine the health impacts of airplane
12 flights on residents, including asthma exacerbation,
13 sleep disturbance, stress, and elevated blood pres-
14 sure;

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

17 (A) Boston;

18 (B) Chicago;

19 (C) New York;

20 (D) the Northern California Metroplex;

21 (E) Phoenix; and

22 (F) not more than three additional metro-
23 politan areas, chosen at the discretion of the
24 Administrator, that each contain at least one
25 international airport;

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

6 (4) consider only those health impacts that
7 manifest during the physical implementation of the
8 NextGen RNAV program on flights departing from
9 or arriving at an international airport located in one
10 of the metropolitan areas described in paragraph
11 (2).

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

14 (1) has a school of public health that has par-
15 ticipated in the Federal Aviation Administration
16 Center of Excellence for Aircraft Noise and Aviation
17 Emissions Mitigation (PARTNER);

18 (2) has a Center for Environmental Health that
19 receives funding from the National Institute of Envi-
20 ronmental Health Sciences;

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

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

1 (5) demonstrates to the Administrator's satis-
2 faction that the institution is qualified to conduct
3 such a study;

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

8 (7) meets such other requirements as the Ad-
9 ministrator may determine to be necessary.

10 (d) REPORT.—Not later than 60 days after the Ad-
11 ministrator receives the study under subsection (a), the
12 Administrator shall submit to Congress a report con-
13 taining the findings and conclusions of the study.

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