

## Status of Major Noise-Related Elements of FAA Reauthorization Act

Presented to: Airport Noise Abatement Committee

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### Topics

- \* What is the "Reauthorization Act"?
- \* Status
- \* Funding
- \* Noise-related funding and grant provisions
- \* Noise-related research and development
- \* Aircraft noise regulation
- \* Special studies

### What is the "Reauthorization Act"?

Authorizes approximately \$70 billion in FAA appropriations under 5 categories:

- \* Airport planning and development, and noise compatibility and programs ("Airport Improvement Program" or "AIP" - primary source of funding for noise-related activities)
- \* Air navigation facilities and equipment
- \* FAA operations
- \* Research, engineering, and development
- \* Aviation programs
- \* Previous authorization ("Vision 100 - Century of Aviation Reauthorization") expired at end of FY 2007
- \* FAA has operated under "continuing resolutions" in FY 2008 and 2009

### Status of Reauthorization Act

Passed house May 21, 2009 as H.R. 915

- \* "FAA Reauthorization Act of 2009"
  - \* Under consideration by Senate
  - \* Major areas of controversy include:
    - \* User fees
    - \* Passengers' bill of rights
    - \* Airspace modernization
    - \* "Noise" appears 56 times on 32 of 325 pages
    - \* One incidence relates to flight attendant working conditions
    - \* Others relate to noise reduction, abatement, compatibility, mitigation, research and development, and related topics
    - \* Many noise-related initiatives do not refer to noise
- Graph of FAA Airport Improvement Program Funding from Fiscal Year 2004 through 2012. Approximate values are as follow: 2004 was 3.4 billion dollars. 2005 was 3.5 billion dollars. 2006 was 3.6 billion dollars. 2007 was 3.7 billion dollars. 2008 continuing resolution was 3.0 billion dollars. 2009 continuing resolution was 3.5 billion dollars. 2010 proposed is 4.0

billion dollars. 2011 proposed is 4.1 billion dollars. 2012 proposed is 4.2 billion dollars.

#### Noise "Set Aside"

Minimum \$520 million annual discretionary funding 35% (\$182 million) must be for:

- \* Part 150 noise compatibility planning and implementation
- \* Noise mitigation approved in a record of decision for an airport development project
- \* Actions to comply with Clean Air Act
- \* May be used to fund 50% of cost of up to 6 environmental mitigation demonstration projects
- \* Priority "to achieve greatest reduction in aircraft noise, emissions, or airport water quality impacts either on an absolute basis or on a per dollar of funds expended basis"
- \* Priority to public / private / governmental / educational / federal laboratory consortiums

#### Noise-Related Grant Provisions

Permits FAA to accept funds from airports to hire staff or consultants for environmental review of

- \* Airport development projects
- \* Flight procedures approved under Part 150 process
- \* Revises conditions for residential soundproofing
- \* Properties cannot be removed from contours for at least 5 years by changes in airport layout or flight procedures
- \* Land use jurisdiction must take "appropriate action" to restrict use of land to compatible uses
- \* Highest priority to noisiest areas, if funds are limited
- \* Revises priorities for reinvestment of proceeds from disposal of "noise lands" (i.e., land acquired with FAA grants for noise compatibility purposes)
- \* Increases priority for noise compatibility projects

\$15 million annually for applied research on problems shared by airport operators

- \* Vision 100 established as a 4-year pilot
- \* H.R. 915 would make permanent
- \* Has addressed several noise-related issues to date
- \* Guidebook on Community Responses to Aircraft Noise
- \* Development Plan for a Multimodal Noise and Emissions Model

#### Optimization of Departures:

- \* Fuel Burn, Emissions, and Noise
- \* Improving Environmental Performance at Small Airports
- \* Use and Success of Avigation Easements and Other Tools for Compatible Land Use and Development of Model Language
- \* Implementation and Enforcement of Land-Use Zoning
- \* Enhancing Airport Land Use Compatibility (HMMH)
- \* Noise Programs in Areas Outside DNL 65 (HMMH)

#### Other Noise-Related Related R & D

"Continuous lower energy, emissions, and noise engine and airframe technology" (CLEEN) partnership with NASA.

- \* Reduce noise levels 32 dB relative to Stage 4 by FY 2017 (42 dB over Stage 3)

- \* \$58 million in funding in FY 2010 -2012

- \* Establishes Associate Administrator to direct "Next Generation Air Transportation System" (NextGen) "Joint Planning and Development Office" (JPDO)

- \* NextGen is satellite-based navigation system that will replace existing ground-based technology

- \* Requires environmental goals to take "into account noise pollution reduction concerns of affected communities"

- \* FAA funding of higher education "Centers of Excellence" increases from 50% to 75%

- \* Centers have addressed noise complaint patterns, noise modeling, sonic booms, sleep-disturbance, annoyance, health effects, and many other noise-related topics

#### Stage 1 and 2 Corporate Jet Phaseout

Prohibit Stage 1 and 2 operations in all civil subsonic jets after December 31, 2013.

- \* Only applies to contiguous 48 states

- \* Special flight exemptions for limited purposes; e.g.:

- \* Scrap aircraft, or transfer aircraft out of the 48 states

- \* Emergency relief situations

- \* Weather, air traffic, or safety diversions

- \* To perform scheduled heavy maintenance

- \* To modify the aircraft to Stage 3 standards

- \* Previous Stage 1 and 2 phaseouts only applied to jets over 75,000 pounds

#### Special Studies

Independent entity review of desirability of consolidating aircraft noise and emissions

regulation in FAA or EPA.

- \* "Sense of the House of Representatives" that the Port Authority of NY and NJ should undertake Part 150 studies at airports it operates

- \* FAA Administrator to rule within 22 months whether Westchester County Airport may limit operations between midnight and 6:30 AM

- \* GAO to report within 1 year if FAA and Massport are complying with FAA record of decision for new runway (related to runway use) FAA

- Administrator to report within 6 months on helicopter effects on Long Island and Staten Island residences and feasibility of diverting operations, creating special lanes, and setting altitude limits

Within 3 months, every large hub airport shall:

- \* Publish noise complaint number on a web site

- \* Initiate annual complaint reporting to FAA