

Status of Major Noise-Related Elements of
House and Senate Versions of
2011 FAA Reauthorization Act
(as of February 23, 2011)

Presentation to:
Airport Noise Abatement Committee



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Topics

- What is the “Reauthorization Act”?
- Legislative status
- Overall funding
- Major noise-related funding, grant, research, and regulatory provisions
- What’s next?

What is the “Reauthorization Act”?

- Authorizes FAA appropriations in five categories:
 - “Airport Improvement Program” or “AIP”
 - Airport planning, development, and noise compatibility
 - 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
 - FY 2008 - 2011 funded under 17 “continuing resolutions”
 - \$3.5 billion per year

Status of FY 2012 Reauthorization

- House of Representatives
 - H.R. 658, “FAA Reauthorization and Reform Act of 2011”
 - House Transportation Committee approved February 16
 - “Noise” appears 34 times on 336 pages
- Senate
 - S. 223, “Air Transportation Modernization and Safety Act”
 - Passed Senate February 17
 - “Noise” appears 26 times on 258 pages
- Funding and term:
 - House cuts AIP funding; covers four years
 - \$3.1 billion in FY11 and \$3 billion in FY12-14
 - Senate increases AIP, covers two years
 - \$4 billion in FY11 and \$4.1 billion in FY 12

Noise “Set Aside” Funding

- Both versions appear to retain previous elements
 - Minimum \$520 million annual discretionary funding
 - 35% noise and air-quality “set-aside” 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

Major Shared Noise-Related Provisions

- Senate Sec. 210, House Sec. 504: Allow FAA to accept funds from airport sponsors to conduct studies to support Part 150 approved noise compatibility measures
- Senate Sec. 211, House Sec. 506: Extend grant eligibility to environmental reviews and other studies for flight procedures approved under Part 150 and permit FAA to accept funds from airport sponsors to hire staff or consultants for related agency roles
- Both bills also include provisions related to promotion of “Next Generation Air Transportation System” (NextGen) development and implementation
 - NextGen should provide overall environmental benefits
 - May redistribute noise and will require careful analysis

Major House Noise Provisions

- Sec. 151: Extends grant authority through FY 2014 for state and local governments prepare and implement compatible land use plans at medium and large hubs
- Sec. 501: Adds flexibility to requirements related to managing commercial air tours over national parks
- Sec. 505: Adds Part 150 requirement to conduct land use planning and control with local jurisdictions in areas where airport has acquired for noise compatibility
- Sec. 508: Bans Stage 2 aircraft under 75,000 pounds from operation in lower 48 after 2014
- Sec. 512: Large hubs must list noise complaint phone number on website. Airports receiving 25+ complaints a year must submit annual summary report to FAA for electronic access by public

Major Senate Noise Provisions

- Sec. 213: Grants to up to six public-use airports for noise, emissions, or water-quality mitigation demonstrations; federal share limited to 50% and no more than \$2.5 million in total
- Sec. 213: Make Airport Cooperative Research Program (ACRP) permanent with \$15 million annual funding of which at least \$5 million must be for airport environmental research
- Sec. 602: Establishes “Consortium for Continuous Low Energy, Emissions, and Noise” (CLEEN) research
 - Research objectives by 2016:
 - 33% reduction in fuel burn
 - 60% reduction in landing-takeoff cycle NO_x
 - Certifiable 32 EPNdB reduction relative to Stage 4
 - Pursue 20% alternative fuel availability to air carriers
 - Assess potential to retrofit new technologies
- *Does not address Stage 1 and 2 aircraft < 75,000 pounds*

Stay Tuned...

- Reconciliation may lead significant differences
- *Questions?*