



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

**Presented to:  
Airport Noise Abatement Committee**

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**Ted Baldwin  
Harris Miller Miller & Hanson Inc.**



# 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”?

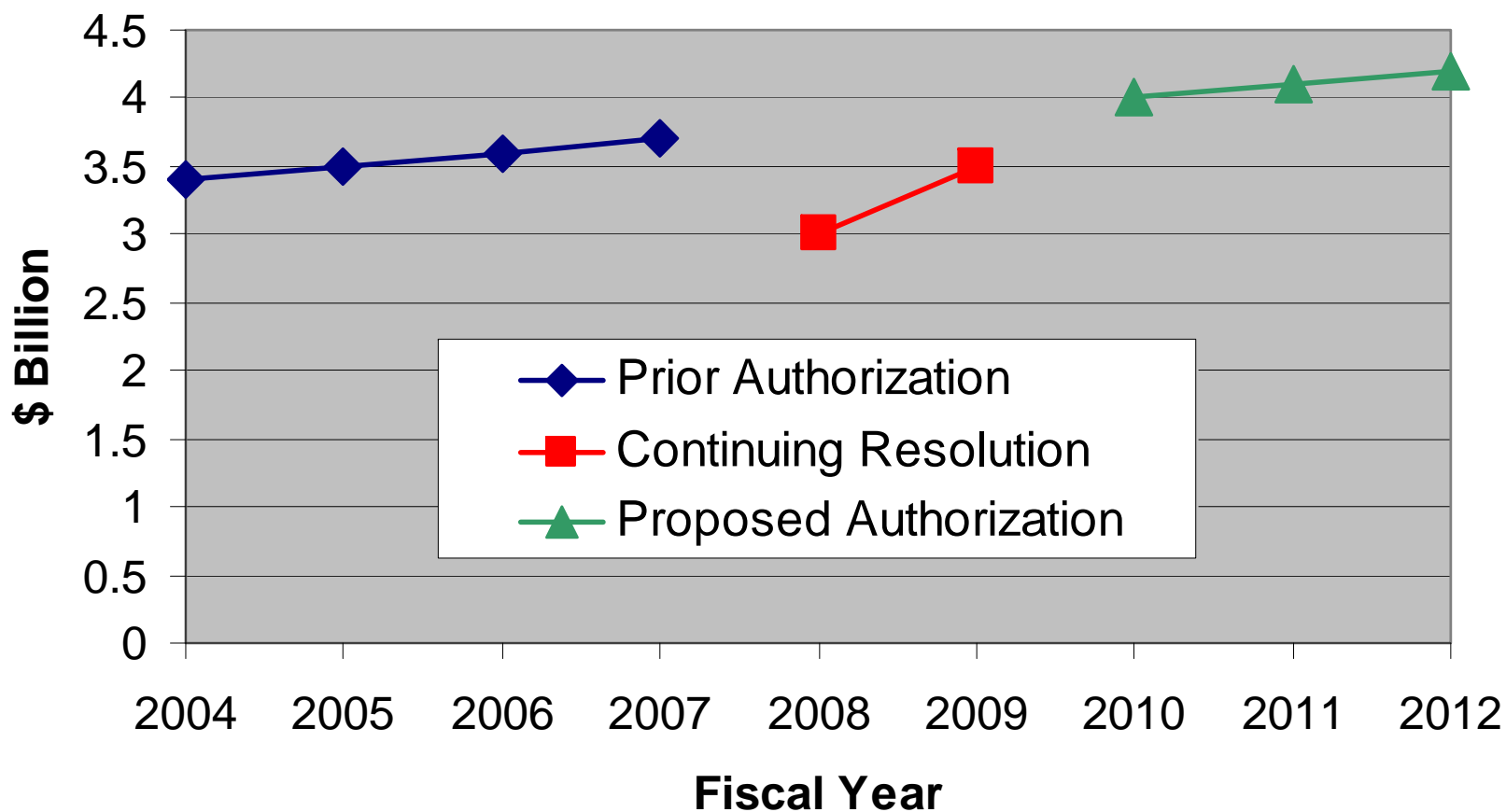
- **Authorizes approximately \$70 billion in FAA appropriations under 5 categories:**
  - Airport planning and development, and noise compatibility and programs (“Airport Improvement Program” or “AIP” – *primary source of funding for noise-related activities*)
  - Air navigation facilities and equipment
  - 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**

# AIP Funding Trends

## FAA Airport Improvement Program Funding



▪ **\$16.3 billion out of approximately \$70 billion total**

# 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

# Airport Cooperative Research Program ("ACRP")



<http://www.hmmh.com/>

- **\$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

<http://www.hmmh.com/>

- **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)**

more...

## Special Studies, continued...

- **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