

# Status Update on FAA Reauthorization Bill

June 10, 2009

LAX/Community Noise Roundtable



# Status of FAA Reauthorization Bill

## Background

- FAA is reauthorized by Congress every 4 to 5 years to perform its mission and to establish new priorities.
- FAA's previous authorization expired on September 30, 2007.
- 2007 Reauthorization Bill (H.R. 2881) was introduced and passed in the House but stalled in the Senate.

# Status of FAA Reauthorization Bill

## Current Status

- Reauthorization Bill was reintroduced in the House as H.R. 915 in February 2009.
- House of Representatives approved the H.R 915 bill on May 21, 2009
- Vote of 277 to 136
- Bill has been sent to Senate for consideration



# Provisions of FAA Reauthorization Bill

## Airspace Redesign

- Funding cuts have led to delays and deferrals of airspace redesign efforts.
- FAA plans to redesign airspace in seven metropolitan areas including Los Angeles in the next 5 years.
- Provisions include Funding for such Airspace Redesign Initiatives
  - \$14.5M for 2009 fiscal year
  - \$20M for fiscal years 2010, 2011 & 2012

# Provisions of FAA Reauthorization Bill

## Stage 2 Aircraft Prohibition

- Prohibit Stage 2 aircraft under 75,000 lbs. operating in 48 contiguous States after December 31, 2013.

Exceptions - Allow temporary operations:

- 1) To sell, lease or use aircraft outside the 48 contiguous States.
- 2) To scrap the aircraft.
- 3) To obtain modifications to the aircraft to meet stage 3 noise levels.
- 4) To perform scheduled heavy maintenance or significant modifications on the aircraft at a maintenance facility located in the contiguous 48 States.

# Provisions of FAA Reauthorization Bill

## Stage 2 Aircraft Prohibition

- Exceptions to Stage 2 Aircraft Prohibition continued:
  - 5) To deliver the aircraft to an operator leasing the aircraft from the owner or return the aircraft to the lessor.
  - 6) To prepare, park or store the aircraft in anticipation of any of the activities described in paragraphs (1) through (5).
  - 7) To provide transport of persons and goods in the relief of emergency situations.
  - 8) To divert the aircraft to an alternative airport in the 48 contiguous States on account of weather, mechanical, fuel, air traffic control, or other safety reasons while conducting a flight in order to perform any of the activities described in paragraphs 1-7.

# Provisions of FAA Reauthorization Bill

## Stage 2 Aircraft Prohibition

- What will happen to pending Part 161 applications seeking similar Stage 2 aircraft prohibition if this bill is passed?
- Language contained in the Bill basically states that any pending Part 161 applications related to the Stage 2 Prohibition will not be affected by the passage of this bill.

# Provisions of FAA Reauthorization Bill

## CLEEN Research & Development

- Continuous Lower Energy, Emissions and Noise (CLEEN) Engine & Airframe Technology

To conduct research and develop certifiable technology that can:

- 1) Reduce fuel burn by 33%
- 2) Reduce nitrogen oxide emissions by 60%
- 3) Reduce noise levels by 32 EPNL
- 4) Use alternative fuels in aircraft
- 5) Increase integration of retrofitting engines on existing aircraft



# Provisions of FAA Reauthorization Bill

## Aircraft Noise Complaints

- Require airport operators to publish telephone number on their web sites for the public to file noise complaints.
- Require airport operators to provide FAA with noise complaint reports.

# Senate Subcommittee Hearing on FAA Reauthorization Bill

- Senate's Aviation Subcommittee held hearing on bill to gather perspective from Aviation Stakeholders

## Participating Stakeholders

- American Association of Airport Executives (AAAE)
- Air Transport Association of America (ATA)
- National Business Aviation Association (NBAA)
- Aerospace Industries Association (AIA)