Status Update on FAA Reauthorization Bill

June 10, 2009
LAX/Community Noise Roundtable
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 prospective 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)