Senate Passes FAA Reauthorization Bill

- $35 Billion, Two-Year Bill, Funds AIP at a level of $4 Billion in 2011, and $4.1 Billion in 2012

- The Bill that passed will help Environmentally by:
  - Allow Airport Funding of Special Studies or Reviews
  - Grant eligibility for Assessment of Flight Procedures
  - Create an Environmental Mitigation Demonstration Pilot Program
  - Makes ACRP a Permanent Program
  - Establishes a Consortium to Study how to Reduce Noise, Emissions, and Energy Consumption from Civilian Aircraft
  - Establishes an Advisory Committee on Future Aeronautics
  - Phase Out of Stage 1 and Stage 2 Aircraft
  - A Pilot Program for Redevelopment of Airport Properties

Source: Airport Noise Report Volume 23, Number 6
House FAA Reauthorization Bill

• House Transportation Committee Introduced a Four-Year Bill
  – Funding would be reduced to 2008 Levels
  – Bill would Cut AIP Funding from $3.5 Billion to $3.1 Billion in 2011, and $3 Billion from 2012 to 2014

• Noise Provisions
  – Extension of Grant Authority for Compatible Land Use Planning
  – Overflights of National Parks
  – NextGen Environmental Efficiency Projects Streamlining
  – Airport Funding of Special Studies and Reviews
  – Noise Compatibility Programs
  – Grant Eligibility for Assessment of Flight Procedures
  – Determination of Fair Market Value of Residential Properties
  – Prohibition of Stage 1 and 2 Aircraft Weighing 75,000 lbs. or Less
  – Aviation Noise Complaints
  – FAA Review and Reform

Source: Airport Noise Report Volume 23, Number 5
New Presidential Budget

• The 2012 Federal Budget Request Includes:
  – Increased Funding for NextGen = $1.24 Billion
  – Eliminates Guaranteed AIP funding for Large and Medium Hub Airports
  – Allows Larger Airports to Increase the Passenger Facility Charge (PFC) cap from $4.50 to $7.00

• Federal Grants will support Smaller Commercial and General Aviation Airports

Source: Airport Noise Report Volume 23, Number 5
Sen. Maria Cantwell (D-WA) added a floor amendment to the FAA Reauthorization Bill that will Accelerate Approval of Performance Based Navigation (Area Navigation and Required Navigation Performance) Procedures. Performance Based Navigation Forms the Backbone of the NextGen System. The Procedures will get a Category Exclusion from Environmental Review if:

- The Procedure Measurably Reduces Aircraft Emissions
- Results in Absolute Reduction or No Net Increase in Noise Levels

Source: Airport Noise Report Volume 23, Number 6
Aviation Growth and FAA Forecasts

- Air Traffic is Expected to Double over the Next Two Decades

- U.S. Airlines will reach One Billion Passengers a Year by 2021
  - This is two years earlier than expected

- Passenger Miles should more than Double from 787 Billion to 1.7 Trillion in year 2031

- Total Landings and Takeoffs will Fall Slightly in 2011, but Grow at 1.6% a year to 69.4 Million in 2031

Boeing 747-800 Intercontinental

• Boeing has Successfully completed a year of Flight Tests on its 747-800 Freighter which should help Boeing Certify its 747-800 Passenger Jet By Year-End

• The Boeing 747-800 Features:
  – Wingspan of 224 Feet
  – Seats 467 Passengers
  – Lowers Seat-Mile Costs by 13% over the 747-400
  – Boosts Fuel Efficiency by 16% over the 747-400

• The 747-800 Will Be Powered by Four GEnx-2B67 Engines:
  – Rated at 66,500 lbs. of Thrust Each
  – **11.6 dB Quieter than Stage 4 ICAO Limit**
  – Reduces NOx Emissions 52% below ICAO Limits
  – 16% Lower CO₂ Emissions

http://www.newairplane.com/747/
Boeing’s 737 Replacement

- Boeing has Decided to Replace its Fleet Workhorse 737 with a New Airplane Design Rather than Outfit it With New Engines
  - The New Airplane would enter service around 2020
  - Boeing CEO stated that the Industry will wait for Boeing to create a more efficient airplane even though Airbus decided to re-outfit their A320 series aircraft with new engines and winglets (A320neo)
  - A Schematic of the new design should be out within the next 18 Months

Source: http://blog.seattlepi.com/aerospace/2011/02/10/boeings-mcnerney-were-going-to-do-a-new-airplane/
Global Accident Rate is Lowest Ever

- Last Year was the safest in Aviation History for Passengers Flying Western-Built Jets
  - The 2010 Global Accident Rate was 0.61 per million flights according to IATA, just below 0.65 recorded in 2006
  - In 2009, the Accident Rate was 0.71
  - There were a Total of 17 Plane Accidents in 2010 compared to 19 in 2009
  - Runway Incursions Accounted for 21% of the Accidents Worldwide
  - 2.4 Billion people Flew Safely on 36.8 Million Flights

Airbus and Boeing are on course to ship 1,000 Aircraft this year

- Airbus delivered 510 Aircraft, while Boeing delivered 462 Aircraft in 2010
- Narrowbodies made up 80% of the shipments in 2010, or 780 Aircraft
- The Two Manufacturers are reaching a combined output of just under 80 narrowbodies a month
- Airbus Expects Deliveries in 2011 to be 520-530 Aircraft, while Boeing forecasts 485-500 Aircraft Shipments