

FAA Update from the Great Lakes Regional Administrator

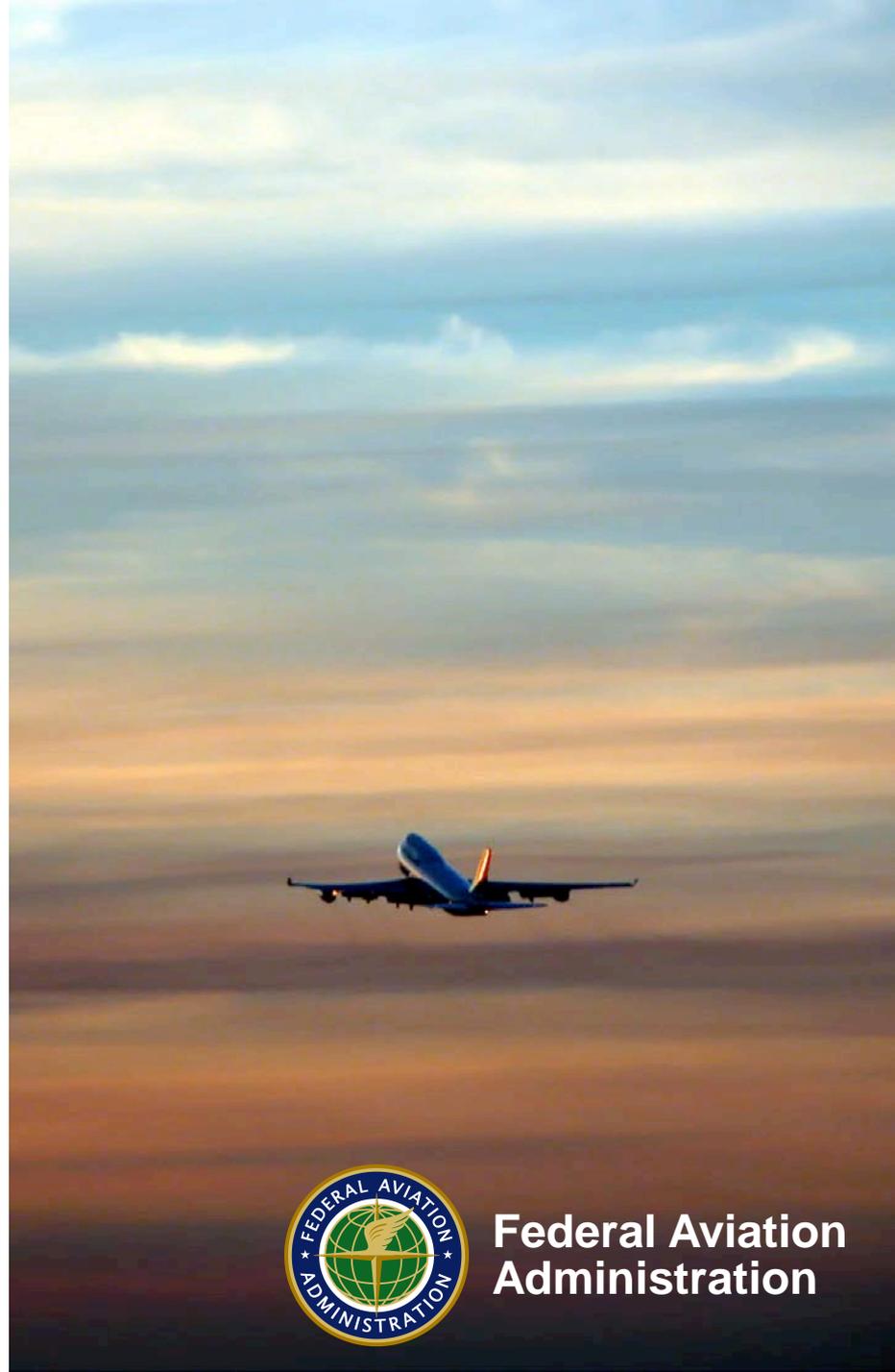
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**Federal Aviation
Administration**



FAA Authorization

On October 5, 2018, President Trump signed into law the FAA Reauthorization Act of 2018 (H.R. 302, Pub. L. 115-254).

- Provides a five-year authorization of FAA programs (2019-2023).
- The bill received strong bipartisan support in the House and Senate (under suspension of the rules in the House and on a 93-6 vote in the Senate).
- The bill is the first significant multi-year reauthorization since 2012 and the longest FAA bill enacted since 1982.





FAA Priorities for the Administration

1) Creating a Stronger Infrastructure

2) Maintaining American Leadership in Innovation

- There are over 350 specific deliverables the Department is keeping track of.
- Over 200 of these deliverables are due before the end of 2019.
- There are also additional actions DOT will need to take as a result of changes in law, as well as dozens of GAO and IG actions the Agency will need to support.



Regulatory Relief

This Administration is committed to reducing regulatory burdens to enhance safety, reduce unnecessary costs on the economy, and strengthen American competitiveness.



Passenger Facility Charge

Authorization to assess PFC of \$4.00 or \$4.50

- Significant contribution test at mid- and large-hub airports is removed
- Project may reasonably be expected to be eligible for AIP funds. (Section 121)

Non-hub pilot program expanded to include all PFC eligible airports (requires rulemaking). (Section 121)



Airport Improvement Program

- **Allows limited community use of airport land without invoking a revenue diversion violation. (Section 131)**
- **Amends airport privatization rules by:**
 - Removing the limit on participating airports, and
 - Allowing partial privatization. (Section 160)
- **Limits the requirement for an FAA approval of ALP revisions prior to an airport alteration. FAA will now only review those proposals that:**
 - *Materially impact* the safe and efficient operation of aircraft (including to people on the ground near the airport), or
 - *Significantly adversely affect* the value of prior FAA investments. (Section 163)





Focus on Community Noise Concerns

Community Outreach

- Each FAA Regional Administrator is to appoint a Regional Ombudsman. (Section 180)
- FAA will review community involvement practices of NextGen projects in metroplexes, including how and when to engage communities and airports in PBN proposals. (section 176)



Consideration of Noise Impacts on Communities near Airports

- **FAA will consider the feasibility of dispersal headings (or other lateral track variations) to address community noise concerns.**
 - At the request of an airport sponsor
 - Procedures can't conflict with the safety and efficiency of the NAS.
 - Procedures can't significantly increase noise over sensitive areas. (section 175)
- **FAA will review and evaluate existing studies on the relationship between approach and takeoff speeds and noise impacts on surrounding communities. Evaluation shall consider:**
 - Does a decrease in approach and takeoff speeds result in a significant decrease in noise?
 - Do speed reductions sufficient to decrease noise jeopardize aviation safety or reduce the efficiency of the NAS?
 - Is a decrease in approach and takeoff speeds an advisable noise mitigation? (section 179)



Consideration of Noise Impacts on Communities near Airports

- **FAA will evaluate revising land use compatibility guidelines in part 150 based on agency review of the relationship between aircraft noise exposure and its effects on communities around airports. (section 187)**

- **FAA will study the incremental health impacts attributable to aircraft noise exposure**
 - Possible health impacts include sleep disturbance and elevated blood pressure
 - Study shall include an assessment of the relationship between a perceived increase in aircraft noise and the actual increase in aircraft noise. (section 189)



