

## FAA Reauthorization Bill Recommendations for the Senate

### Focus Items:

1. Terminal Sequencing and Spacing (House #165) – strongly oppose as written, support with proposed modifications.
2. Order for performance based standards (House #591) – strongly oppose as written, support with proposed modifications.
3. Computer models to be grounded in real world noise measurements (Rules Committee #17) – resubmit and strongly support.
4. Vortex generator retrofit (Failed House Amendment #87) – reword and strongly support.
5. Expert (NAS) meta-analysis on impacts of aircraft noise (House Rules Committee #84) – strongly support.
6. Alternative metrics to DNL 65 within 180 days (House #569) – strongly support with proposed modifications.
7. Regional FAA noise representatives (House Rules Committee #63) – strongly support.
8. Enables the FAA Administrator to disperse noise under 6000' (House #156) – strongly support.
9. Study of noise impacts of aircraft speed (House #167) – strongly support.
10. Reduced period for state courts to review FAA actions from 2 years to 150 days (House #168) – strongly oppose.
11. Upper limits on frequency of flights over a single location (House Rules Committee #154) – strongly support.
12. Technology for dispersion (new amendment) – strongly support.
13. Repeal of mandate to FAA to shift noise when defining RNAV procedures (new amendment) – strongly support.
14. Civil Supersonic Transport – (Senate #5017, House #528) – strongly oppose (the senate section is irredeemable).
15. Definition of Nextgen and program priorities (Senate #4110) – strongly oppose unless modified to consider noise.

### Links:

Senate Bill 1405 [Link](https://www.govtrack.us/congress/bills/115/s1405/text) <https://www.govtrack.us/congress/bills/115/s1405/text>  
 H.R. 4 in the Senate [Link](https://www.congress.gov/115/bills/hr4/BILLS-115hr4pcs.pdf) <https://www.congress.gov/115/bills/hr4/BILLS-115hr4pcs.pdf>  
 House Amendments [Link](https://repcloakroom.house.gov/news/documentsingle.aspx?DocumentID=396645) <https://repcloakroom.house.gov/news/documentsingle.aspx?DocumentID=396645>  
 FAA Modernization and Reform Act to 2012 [Link](https://www.congress.gov/112/plaws/publ95/PLAW-112publ95.pdf) <https://www.congress.gov/112/plaws/publ95/PLAW-112publ95.pdf>

### **Key Provisions of S. 1405 (May 2018)**

Section	Summary	Comment
1403	Future aviation infrastructure and financing study.	Modify. To the list of stakeholders in section (b), add "(12) residents affected by airplane noise". "(7) local elected officials" doesn't ensure effective representation for residents affected by noise.
2504	Airspace Management Advisory Committee to improve communication and coordination with entities affected by FAA changes to the airspace impacting airport operations, airport capacity, the environment or communities in the vicinity of airports. Report due 1 year after Committee is established.	Modify. To the list of Advisory Committee members in section (c)(1), add representatives of "(6) communities affected by aircraft noise."
4101	Return on Investment Report and determination of Nextgen priority list	Modify. Add (b)(6) "an assessment of direct or indirect costs of the program to stakeholders, including communities affected by aircraft noise." The recommendations for Nextgen priorities called for by section (c) depends on the findings called for by section (b).
4103	Annual Nextgen Performance Goals	Modify. Add 'noise mitigation' to the list of performance goals identified in section (d).
4108	Implementation of Nextgen Operational Improvements, including the expansion of	Modify. Add to the list of operational improvements "(a)(2)(D) noise mitigations". Add to the list of stakeholders in (a)(3), "representatives of

	precision based navigation to additional airports.	residential communities affected by aircraft noise."
4110	Defining Nextgen. Priorities are exclusively safety and efficiency.	Strongly oppose unless modified. Add to the priorities in items (1) and (2) "quieter". If these are not added, funding for projects that can help mitigate noise will be teed up for elimination per (2). Consider also adding "less toxic."
4117	System-wide improvements. A report identifying improvements and benefits as a result of Nextgen initiatives.	Modify. Add: "(c) The report shall also include an assessment of direct or indirect costs of the program to stakeholders, including communities affected by aircraft noise."
4118	Top 5 Priority Research Areas for Nextgen.	Noise mitigation should be a priority.
5017	<p>Rulemaking for Supersonic Aircraft. Directs the Administrator to repeal the prohibition on sonic booms over land. Exempts supersonic jets from Stage 4 and Stage 5 noise standards.</p> <p>Sound levels are to be "informed by noise levels that are tolerated in the United States for non-aviation purposes". Specifies a noise standard for landing and takeoff that is "no more stringent than large subsonic aircraft for use in transporting passengers in the US on 1/1/17."</p>	<p>Strongly oppose. It is premature to legislate the repeal of sonic booms over land, setting the noise threshold to whatever is "economically reasonable and technologically practicable" and "informed by noise levels that are tolerated in the US for non-aviation purposes." That is absurd.</p> <p>Furthermore, new supersonic jets should not be exempt from the Stage 4 and Stage 5 (now required) noise requirements for new jets being designed, even if it will save gas. Those requirements affect takeoff and landing noise which affects millions of people.</p> <p>This section is irredeemable.</p>
5020	Aviation Weather Observations	Modify. Add. "(c) The published weather data shall be retained for not less than five years for the benefit of the research." Weather data is important to understanding flying behavior and aircraft noise.

### Key Provisions of H.R. 4 in the Senate

H.R. 4 In Senate	See Also	Sponsors	Rep / Dem / Bi-	Summary	Comment
155				Study of Phaseout of Stage 3 Aircraft. Due 18 months after enactment. Communities surrounding airports are listed as a stakeholder.	Support
156				Enables FAA administrator to disperse aircraft in noise sensitive areas under 6000' if supported by airport operator and does not conflict with safe and efficient operation.	Strongly support as written, however it would be better still if item (1) were reworded as follows: "(1) the affected airport operator, in consultation with the affected community, or a regional body of elected representatives representing the affected community on airplane noise issues, submits a request to the administrator for such a consideration."

157				Study on potential health and economic impacts of overflight noise.	<b>Strongly support</b>
158				Environmental mitigation pilot program. Provides \$2.5m for 6 projects to mitigate impacts on noise, air quality or water quality at the airport or within 5 miles of the airport.	<b>Support.</b> Good, but the five mile limitation is restrictive and the grant is small.
160				Review of FAA community involvement processes for Nextgen and specifically rollout of performance-based navigation proposals. Due 180 days after enactment.	<b>Support</b>
161				Critical habitat on or near airport property. Work to ensure that designations of critical habitat do not interfere with safe operation of aircraft or occur on certain airport-owned lands.	
528	Senate 5017			FAA Leadership on Civil Supersonic Aircraft	<b>Strongly Oppose.</b> This section presumes that reintroduction of sonic booms will be found to be acceptable and asks the Administrator to ensure that noise rules are "economically reasonable, technologically practicable and appropriate for civil supersonic transport."  The text should be redrafted to prioritize noise considerations higher, add residents as stakeholders and call for assessment of both economic costs and potential health costs in addition to the call for benefits in the text.  Do we really want the FAA to lead the reintroduction of sonic booms?  See comments for Sec 5017 in the Senate bill, which is much worse. It asks for noise standards for takeoff and departure equal to the loudest jets in operation today.
550				FAA Report on Nextgen Progress. Due 180 days after enactment.	<b>Amend.</b> Item K should be redrafted to "(K) direct and indirect costs and benefits delivered with respect to the program or project as of the date of the report, including economic and health effects on residential communities."
159	House Amdmt 7	<a href="#">Krishnamoorti (IL)</a> , Torres (CA), Roskam (IL), Bass (CA)	Bi-	Adds "economic impacts" to the study on the effects of airport noise on communities near busy airports." Calls for recommendations for revising land use compatibility guidelines. Report 2 yrs after enactment.	<b>Support.</b> However, it should be clear that economic impacts should include not just impacts to commerce, but also to real estate prices and possibly health care costs.
167	House Amdmt 13	<a href="#">Roskam (IL)</a> , Speier (CA)	Bi-	Directs the FAA Administrator to study the relationship between jet aircraft approach and takeoff speeds and corresponding noise	<b>Strongly support.</b> True Air Speed is highly correlated with noise and can be

				impacts on communities surrounding airports and whether certain metropolitan areas would benefit from speed reduction. Report 2 years after enactment.	more important than altitude.
164	House Amdmt 14	<a href="#">Meng (NY)</a> , Khanna (CA), Bass (CA), Suozzi (NY)	Dem	Permits the Secretary to carry out an aircraft noise, emission, and fuel burn reduction research and development program (CLEEN II). Develop new aircraft, engine technologies and jet fuels, wing designs, etc.	Support
165	House Amdmt 15	Bass (CA), Lieu (CA)	Dem	<p>15. Bass (CA), Lieu (CA): Requires a Report to Congress on the status of Terminal Sequencing and Spacing (TSAS) implementation across all completed NextGen Metroplexes with specific information provided by airline regarding the adoption and equipping of aircraft and the training of pilots in its use.</p> <p><b>SEC. 165. TERMINAL SEQUENCING AND SPACING</b></p> <p>No later than 60 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall report to the appropriate committees of Congress on the status of Terminal Sequencing and Spacing (TSAS) implementation across all completed NextGen Metroplexes with <b>data on noise impacts to residential neighborhoods and</b> specific information provided by airline regarding the adoption and equipping of aircraft and the training of pilots in its use.</p>	<p>Strongly oppose as written. It will lead to more concentration of flights - TSS is a Nextgen program that would put airplanes on a 'Rail' in the last miles before an airport. TSS has the unintended consequence of highly concentrated routes with inequitable noise shifts over often dense residential areas.</p> <p>Support ONLY with added text in yellow.</p>
166	House Amdmt 16	<a href="#">Speier (CA)</a> , Bass (CA), Beyer (VA), Meng (NY), Norton (DC), Chu (CA), Quigley (IL), Khanna (CA)	Dem	Requires a GAO report <b>no later than 2 years of enactment of this Act</b> , studying: (1) while maintaining safety as the top priority, whether air traffic controllers and airspace designers are trained on noise and health impact mitigation in addition to efficiency; and (2) the prevalence of vectoring flights due to overcrowded departure and arrival paths, and alternatives to this practice.	Support However, alternatives to vectoring tend to increase concentration because Air Traffic Control typically uses the same headings to guide planes to final approach. Added a due date.
168				Shortens the period during which state courts can conduct certain environmental reviews of the impacts of FAA actions from 2 years to 150 days.	Strongly oppose
456	House Amdmt 41  Senate Sec 5016	Higgins, Clay (LA)	Rep	Requires the Administrator of the FAA to initiate a pilot program to permit the operator of a Stage 2 airplane to operate that airplane in non-revenue service into medium hub airports or non-hub airports if certain parameters are met. (10 minutes)	

561	House Amdmt 52	Mitchell (MI)	Rep	Requires the Inspector General of the Department of Transportation to study the potential impacts of a significantly delayed, significantly diminished, or completely failed delivery of the Next Generation Air Transportation System modernization initiative by the Federal Aviation Administration, including impacts to the air traffic control system and the national airspace system as a whole. (10 minutes)	<b>Support.</b> This includes "(8) an analysis of the potential impacts on aircraft noise and flight paths". It could be improved by adding "with associated costs and benefits to residential communities."
569	House Amdmt 62	<a href="#">Panetta (CA)</a> , Crowley (NY), Meng (NY), Norton (DC), Quigley (IL), Schakowsky (IL), Smith, Adam (WA), Suozzi (NY), Bass (CA), Peters, Scott (CA), Raskin (MD), Eshoo (CA), Chu (CA), Rice, Kathleen (NY), Khanna (CA), Speier (CA)	Dem	Revised Directs the Administrator of the Federal Aviation Administration to evaluate alternative metrics to the current average day night level standard, such as the use of actual noise sampling and other methods, to address community airplane noise concerns and provide a report to Congress within 180 days.	<b>Strongly support.</b> We need completion of the FAA's current study, which has no deadline. The study is a precursor to the <u>adoption</u> of alternative metrics.  Noise assessments must reflect actual noise on the ground using measures that match human annoyance. Noise measures must address the cumulative effects of repeated exposure over hours and days as well as the long-term (#155).  See also #590 (1 year deadline) and rules committee #155 (cumulative metric).
589	House Amdmt 89	<a href="#">Meng (NY)</a> , Khanna (CA), Bass (CA), Raskin (MD), Suozzi (NY)	Dem	Revised Requires the FAA to develop a 5-year aircraft noise research and mitigation strategy.	<b>Support</b>
590	House Amdmt 90	Meng (NY), Norton (DC), Khanna (CA), Bass (CA), Raskin (MD), Suozzi (NY), Speier (CA)	Dem	Requires the FAA within 1 year of enactment to complete the ongoing evaluation of alternative metrics to the current Day Night Level (DNL) 65 standard.	Duplicative of #569, and #590 has a longer deadline of 1 year versus 180 days in #569.
591	House Amdmt 91	Meadows (NC)	Rep	Codifies a directive of President Clinton's 1993 Executive Order 12866, Section 1(b)(8), which stipulates that, whenever possible, any new standards promulgated by the FAA shall be performance-based standards providing an equal or higher level of safety. (10 minutes)  <b>SEC. 591. PERFORMANCE-BASED STANDARDS</b>  The Administrator of the Federal Aviation Administration shall, to the maximum extent possible and consistent with Federal law, and	<b>Strongly oppose as written.</b> it will lead to more concentration of flights. Performance Based Navigation (PBN), the key technology enabling Nextgen has the unintended consequence of highly concentrated routes with inequitable noise shifts to dense residential areas. This gives Clinton's mandate the force of statutory law.  <b>Support ONLY with added text in yellow.</b> The added text makes the amendment a step forward.

				based on input by the public, ensure that regulations, guidance, and policies issued by the Federal Aviation Administration on and after the date of enactment of this Act are issued in the form of performance-based standards, providing an equal or higher level of safety and without increasing single-event noise levels or the concentration of flights over dense residential areas relative to procedures used prior to performance based navigation. Single-event noise comparisons shall consider identical aircraft and weights. If either the safety or noise objectives cannot be achieved, the Administrator shall be excused from this requirement.	
599E	House Amdmt 96	<a href="#">Zeldin (NY)</a> , <a href="#">Suozzi (NY)</a> , <a href="#">Meng (NY)</a>	Bi-	Requires the FAA administrator to review the North Shore Helicopter Route to address the noise impact on affected communities, to improve altitude enforcement, and to assess alternatives including an all water route over the Atlantic Ocean.	

**Failed on the House Floor:**

Amendment	Sponsor	Dem/Rep/Bi-	Summary	Vote	Comment
Amdmt 60	<a href="#">Rohrabacher (CA)</a> , <a href="#">Bass (CA)</a>	Bi-	Ensures that aircraft transitioning from flight over ocean to flight over land fly at safe altitude and no lower than specific flight operations require. (10 minutes)	FAILED by Recorded Vote	
Amdmt 87	<a href="#">Lynch (MA)</a> , <a href="#">Meng (NY)</a> , <a href="#">Norton (DC)</a> , <a href="#">Bass (CA)</a> , <a href="#">Chu (CA)</a> , <a href="#">Quigley (IL)</a> , <a href="#">Khanna (CA)</a> , <a href="#">Raskin (MD)</a>	Dem	Directs the FAA Administrator to engage and cooperate with air carriers to identify and facilitate opportunities for air carriers to retrofit aircraft with devices that mitigate noise, including vortex generators.	FAILED by Recorded Vote: 187-227	<p>Resubmit, strongly support. Amend to "require certain Airbus aircraft to have vortex generators installed." The cost of a vortex generator is \$3,000-\$5,000 installed, if done during scheduled maintenance and with quantity discounts. This would mitigate the high-pitched whine made by a design flaw in the wing. We understand that European airports require this.</p> <p>To reduce the cost estimate from the opposition (which caused the amendment to fail in the house), the amendment should be redrafted to clarify that installation is not required until the next scheduled maintenance or July 1, 2022, whichever is earlier.</p> <p>The amendment can also be refocused exclusively on vortex generators if that will increase its chance of passage.</p>

					See also rules committee #55.
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**Failed in the House Rules Committee:**

Amdmt Nbr in Rules Committee	Sponsor	Dem/ Rep/ Bi-	Summary	Comment
16 Version 2	<a href="#">Barletta (PA)</a> , Graves (MO)	Rep	Revised Establishes a new grant program for airport planning and development and noise compatibility programs.	
17 Version 1	<a href="#">Cummings (MD)</a> , Ruppersberger (MD), Sarbanes (MD), Norton (DC), Speier (CA), Bass (CA)	Dem	Requires FAA to adopt and implement a system to measure the actual noise levels generated by aircraft rather than relying on computer models of likely noise levels and to make the noise measurements available to the public.	<b>Resubmit, strongly support.</b> The FAA told the Ad Hoc Advisory Committee on South Flow Operations to San Jose Airport that they don't calibrate their noise models to ground monitors. It is important that noise models reflect real-world conditions, including varying weather.
27 Version 1	<a href="#">Chu (CA)</a> , Khanna (CA), Meng (NY)	Dem	Allows states and local governments to conduct independent monitoring of aircraft noise in communities surrounding airports. This data could then be considered in the FAA's review of aircraft noise exposure and its impact on surrounding communities.	<b>Resubmit, support.</b>
55 Version 3	<a href="#">Rohrabacher (CA)</a> , Bass (CA), Raskin (MD)	Bi-	Revised Requires the Administrator to issue a rule requiring that certain Airbus aircraft have vortex generators installed to reduce noise from airflow <b>over the Fuel Tank Over Pressure equalization Ports.</b>	<b>See instead amendment 87, which closely parallels this.</b> The cost of a vortex generator is \$3,000-\$5,000 installed, if done during scheduled maintenance and with quantity discounts. This would mitigate the high-pitched whine made by a design flaw in the wing. We understand that European airports require this.
61 Version 1	<a href="#">Jayapal (WA)</a> , Norton (DC), Bass (CA)	Dem	Creates an FAA Community Ombudsman for each region of the FAA to serve as a liaison related to impact of aircraft noise, pollution, and safety; make recommendations based on the concerns raised by the community; and periodically report to Congress on issues raised and recommendations provided.	<b>Resubmit, support.</b> This would provide needed visibility to community concerns. See rules committee #63.
63 Version 1	<a href="#">Jayapal (WA)</a> , Norton (DC), Speier (CA), Bass (CA)	Dem	Creates a 'designated noise representative' among the staff of each regional office of the Air Traffic Organization to ensure that each community with a large airport is <b>aware notified in a timely fashion</b> of new flight paths, significant flight path changes to existing paths <b>and impacts, by posting environmental assessments for proposed</b>	<b>Reword and resubmit, strongly support.</b> The FAA has recently introduced an opt-in notification mechanism, so the notification is less important than the content. They do not always post environmental assessments with proposed changes, making it difficult for residents to comment. And the material posted can be very technical. Addresses

			flight procedures for the full public comment period and has an opportunity to discuss flight path changes with the FAA.	concept of rules committee #61.
64 Version 1	<a href="#">Meng (NY)</a> , Khanna (CA), Norton (DC), Bass (CA), Raskin (MD), Suozzi (NY)	Dem	Requires regional centers of air transportation excellence to conduct research on the impacts of aircraft noise on humans and effective methods for mitigating such impacts.	Resubmit, support
83 Version 1	<a href="#">Lynch (MA)</a> , Meng (NY), Quigley (IL), Chu (CA), Norton (DC), Khanna (CA), Bass (CA), Raskin (MD)	Dem	Establishes a Regional Aircraft Noise Ombudsman in each FAA region to enhance agency responsiveness to public concerns regarding aircraft noise.	Resubmit, support. Addressed in rules committee #63 above and related to rules committee #61 above.
84 Version 1	<a href="#">Lynch (MA)</a> , Norton (DC), Quigley (IL), Meng (NY), Khanna (CA), Bass (CA), Raskin (MD), Speier (CA)	Dem	Requires the Health and Medicine Division of the National Academies of Sciences, Engineering, and Medicine, within 30 days of enactment, to convene a committee of experts in health and environmental science to examine the various health impacts of air traffic noise and pollution and prepare and issue a corresponding Expert Consensus Report that sets forth current scientific knowledge relating to the various health impacts of air traffic noise and pollution.	Resubmit, strongly support. This would be a meta-analysis of existing research and would lead to findings faster than new research. The National Academy of Sciences is expert at this.
87 Version 1	<a href="#">Lynch (MA)</a> , Meng (NY), Norton (DC), Bass (CA), Quigley (IL), Chu (CA), Khanna (CA), Suozzi (NY)	Dem	Directs Regional FAA Administrators to conduct public forums within affected local communities in their region every 90 days to address concerns regarding the logistical, environmental, and health impacts of aircraft overflight noise. Requires Regional Administrators to provide public notice of such public forums at least 30 days prior to a forum.	
102 Version 1	<a href="#">Brownley (CA)</a> , Norton (DC), Khanna (CA), Bass (CA), Suozzi (NY)	Dem	Requires FAA to review results of study required under Section 157 and mitigate noise impacts on the ground, including areas of higher elevation.	Resubmit, support.
103 Version 1	<a href="#">Brownley (CA)</a> , Norton (DC), Khanna (CA), Bass (CA), Suozzi (NY)	Dem	Requires FAA measure noise levels after implementation of metroplex projects and mitigate noise impacts on the ground, including areas of higher elevation.	Resubmit, support.
122 Version 1	<a href="#">Speier (CA)</a> , Eshoo (CA), Bass (CA), Chu (CA),	Dem	Requires the FAA to update its mission statement to include safety as the first priority, efficiency and the minimization of noise, health, and environmental impacts as	Resubmit, support.

	Gallego (AZ), Lieu (CA), Meng (NY), Norton (DC), Beyer (VA), Khanna (CA)		the secondary and co-equal priorities.	
124 Version 1	<a href="#">Speier (CA)</a> , Bass (CA), Lieu (CA), Meng (NY), Norton (DC), Quigley (IL), Khanna (CA)	Dem	Allows homeowners to receive assistance for noise mitigation products or services under RSIP if they had previously received services or products, but those products need repair, providing that the warranty is no longer valid.	
125 Version 1	<a href="#">Bass (CA)</a> , Lieu (CA), Norton (DC)	Dem	Directs the FAA Administrator to establish a grant program, giving priority to small business and startups for the development, deployment, and commercialization of near-term retrofit technologies to reduce noise and emissions from existing aircraft.”	
143 Version 1	<a href="#">Bass (CA)</a> , Lieu (CA), Norton (DC), Speier (CA), Raskin (MD)	Dem	Ensures NextGen Metroplex area Noise Roundtables shall have authority to request and receive noise and pollution data from all relevant agencies	Resubmit, support
153 Version 1	<a href="#">Raskin (MD)</a> , Norton (DC), Khanna (CA), Cook (CA), Meng (NY), Rohrabacher (CA)	Bi-	Requires the FAA Administrator to direct the regional administrators of each regional office to conduct, every 180 days, an open comment period to allow local communities effected by excessive noise to voice concerns on logistical, environmental and health impacts of overflight noise.	
154 Version 1	<a href="#">Raskin (MD)</a> , Norton (DC), Quigley (IL), Khanna (CA), Meng (NY), Lynch (MA)	Dem	Requires the FAA, within 12 months, to propose rules that set upper limits on the frequency of flights resulting in high impact noise over a single location. This limit should be reviewed on a regular basis to ensure FAA aligns its policies with current noise, environment, health and safety research protocols.	Resubmit, strongly support. This would encourage dispersion.
155 Version 1	<a href="#">Raskin (MD)</a> , Norton (DC), Quigley (IL), Khanna (CA), Cook (CA), Lynch (MA), Suozzi (NY)	Bi-	Inserts language requiring FAA to calculate noise impacts on a cumulative rather than per-flight basis.	See #569.
190 Version 1	<a href="#">Beyer (VA)</a> , Norton (DC), Bass (CA)	Dem	Requires the FAA to work to mitigate helicopter noise in the National Capital Region by establishing: (1) a noise inquiry website to track and analyze complaints; and (2) a monthly helicopter noise abatement working group.	

191 Version 1	<a href="#">Beyer (VA)</a> , Meng (NY), Bass (CA), Raskin (MD), Khanna (CA), Norton (DC)	Dem	Increases the Airport Improvement Program's set aside for noise mitigation from 35 to 40 percent.	
191 Version 1	<a href="#">Beyer (VA)</a> , Meng (NY), Norton (DC), Bass (CA)	Dem	Authorizes the Secretary to waive requirements to qualify for AIP funds for soundproofing residential buildings if the Secretary determines a neighborhood has been subjected to increased noise levels as a result of NextGen.	
203 Version 1	<a href="#">Waters (CA)</a>	Dem	Requires the FAA to issue regulations for aircraft operations at Hawthorne Municipal Airport in order to increase safety and reduce airport noise pollution in the surrounding community.	
204 Version 1	<a href="#">Waters (CA)</a>	Dem	Requires the FAA to issue regulations for aircraft operations at Torrance Municipal Airport in order to increase safety and reduce airport noise pollution in the surrounding community.	
253 Version 1	<a href="#">Rohrabacher (CA)</a>	Rep	Late Requires commercial aircraft to fly as high, quietly, and pollutant free as safely possible when departing and arriving at large airports unless an appropriate study determines that another option increases noise mitigation without reducing safety.	

### **Proposals for New Amendments**

Sponsor	Dem/ Rep/ Bi-	Summary	Comment
TBD	TBD	Fine-Grained Dispersion: Expedites the research and development of precision-based navigation technology to enable fine-grained dispersion for arrival and departure procedures.  Proposed text below.	<b>Strongly support</b> This amendment calls for technology that can be used to reverse the concentration introduced by precision-based procedures and that can potentially be used to lower per-flight noise.
TBD	TBD	Repeal mandate to shift noise: Repeals the instruction to the FAA Administrator to adopt RNAV procedures that shift noise relative to pre-existing procedures ( <a href="#">FMRA 2012, Sec. 213</a> ).  Proposed text below.	<b>Strongly support</b>

Proposed text for the above amendments. (Senate staff might be able to improve this.)

### **Fine-Grained Dispersion**

XXX. AN AMENDMENT TO BE OFFERED BY SENATOR FEINSTEIN (OR SENATOR HARRIS) OF CALIFORNIA OR HER DESIGNEE, DEBATABLE FOR XX MINUTES

Page 267, after line 10, *[Staffer, please check this]* insert the following:

SEC. \_\_\_\_ FINE-GRAINED DISPERSION

The Administrator of the Federal Aviation Administration shall initiate research into and development of precision-based technology to enable the fine-grained dispersion of aircraft flying precision-based approach and departure procedures. The objectives of this research shall include: first, enabling horizontal dispersion capabilities that can be used to mitigate the concentration of noise introduced by precision-based procedures over point locations on the ground and second, enabling vertical dispersion capabilities that permit aircraft to adopt trajectories that lead to less noise, considering airplane model and weather conditions. This initiative shall address current precision-based technologies used for aviation procedures as well as future technologies such as the GBAS Landing System (GLS). The Administrator shall prioritize this research and development effort to deliver the greatest noise mitigation in the shortest possible time for the broadest set of residents who have been heavily impacted by precision-based navigation.

The Administrator shall report annually to the appropriate committees of Congress on the status of this initiative and on the adoption of the resulting technology.

### **Repeal Mandate to Shift Noise**

XXX. AN AMENDMENT TO BE OFFERED BY SENATOR FEINSTEIN (OR SENATOR HARRIS) OF CALIFORNIA OR HER DESIGNEE, DEBATABLE FOR XX MINUTES

The last sentence of §213(a)(1)(A) of the FAA Modernization and Reform Act of 2012 is repealed.

*"§213(a)(1)(A) RNP/RNAV operations for OEP airports --The required navigation performance and area navigation operations, including the procedures to be developed, certified, and published and the air traffic control operational changes, to maximize the fuel efficiency and airspace capacity of NextGen commercial operations at each of the 35 operational evolution partnership airports identified by the Administration.... ~~The Administrator shall, to the maximum extent practicable, avoid overlays of existing flight procedures, but if unavoidable, the Administrator shall clearly identify each required navigation performance and area navigation procedure that is an overlay of an existing instrument flight procedure and the reason why such an overlay was used.~~"*