



## **FAA REAUTHORIZATION ACT OF 2024**

### **SUMMARY OF KEY PROVISIONS**

On April 29<sup>th</sup>, the House and Senate negotiators released the text of a compromise FAA Reauthorization bill, [H.R. 3935, the FAA Reauthorization Act of 2024](#). The Senate passed the bill by an 88-4 vote on May 9<sup>th</sup>. This House is expected to pass the bill and President Biden will sign it into law by May 17<sup>th</sup>.

#### **NEWPORT BEACH SUCCESS**

##### **Section 793 – Community Collaboration Program**

- Requires FAA to establish a Community Collaboration Program to carry out its community engagement activities.
- Program is required to facilitate and harmonize policies and procedures pertaining to community engagement relating to airport planning and development, noise and environmental policy, NextGen implementation, air traffic route changes, integration of new and emerging entrants, and other topics where community engagement is critical.
- Responsibilities of the program include:
  - Updating FAA’s internal guidance for community engagement based on best practices from other federal agencies and external organizations with expertise in community engagement, interviews with impacted residents, and recommendations from individuals and local government officials in communities adversely impacted by aircraft noise;
  - Coordinating with air traffic organization on community engagement efforts related to air traffic procedure changes to ensure that impacted communities are consulted in a meaningful way;
  - Coordination with the regional ombudsmen (aviation noise officer);
  - Oversight, streamlining, and increasing the responsiveness of the noise, complaint process of the FAA by centralizing noise complaint data and improving data collection methodologies, ensuring regional ombudsmen are consulted in local air traffic procedure development decisions, and collecting feedback from regional ombudsmen to inform national policymaking efforts;
  - Timely implementation of the recommendations made by the GAO report titled [Aircraft Noise: FAA Could Improve Outreach Through Enhanced Noise Metrics, Communication, and Support to Communities](#); and
  - Requiring the FAA Administrator to the appropriate congressional committees within 2 years describing the implementation of each recommendation, how any recommended actions are assisting FAA in improving outreach to communities

affected by aircraft noise and other community engagement concerns, and any challenges that limit or prevent the ability of FAA to take actions.

## **OTHER NOISE AND ENVIRONMENTAL PROVISIONS**

### **Section 785 – Pilot program extension**

- Extends the environmental mitigation pilot program authorized in the 2018 bill to October 1, 2028.
- Program funded environmental mitigation projects that will measurably reduce or mitigate aviation impacts on noise, air quality, or water quality at the airport or within 5 miles of the airport.

### **Section 786 – Part 150 noise standards update**

- Requires FAA to review and revise airport noise compatibility planning regulations within 1 year of enactment.
- Review is required to clarify existing and future noise policies and standards including seeking feedback from airports, airport users, and individuals living in the vicinity of airports before implementing any changes to noise policies or standards.
- Provision sunsets on the earlier of September 30, 2028 or once the FAA Administrator has briefed the relevant congressional committees after these changes are implemented.

### **Section 787 – Reducing community aircraft noise exposure**

- Requires FAA, to the extent that the actions do not negatively affect aviation safety or efficiency, to reduce undesirable aircraft noise by:
  - Implementing flight procedures that can mitigate the impact of aircraft noise;
  - Working with airport sponsors and potentially impacted neighboring communities in establishing or modifying arrival and departure routes; and
  - Discouraging local encroachment of residential or other buildings near airports that could create future noise complaints or impact airport operations or aviation safety.

### **Section 791 – UFP study**

- Requires FAA through the National Research Council to conduct a study examining airborne ultrafine particles (UFPs) and their effects on airport-adjacent communities.
- Study is required to:
  - Summarize relevant literature and studies done on airborne UFPs worldwide;
  - Focus on large hub airports;
  - Examine health effects including characteristics of UFPs, spatial and temporal distributions of UFP concentrations, primary sources of UFPs, contribution of aircraft and airport operations to UFP distribution, potential health effects associated with elevated UFP exposure, especially to susceptible groups;

- Consider the concentration of UFPs resulting from various aviation fuel sources, including aviation gasoline, sustainable aviation fuel, and hydrogen, to the extent practicable;
- Identify measures intended to reduce the release of UFPs; and
- Identify information gaps related to understanding the potential relationship between UFP exposures and health effects, contributions of aviation-related emissions to UFP exposures and the effectiveness of mitigation measures.
- Report is due to Congress within 180 days of the study completion detailing the results.

### **Section 792 – Aircraft Noise Advisory Committee**

- Requires FAA to establish an Aircraft Noise Advisory Committee within 180 days of enactment.
- Membership includes:
  - Engine manufacturers;
  - Air carriers;
  - Airport owners and operators;
  - Aircraft manufacturers;
  - Advanced air mobility manufacturers or operators;
  - Institutions of higher education; and
  - Representatives of airport-adjacent communities from geographically diverse regions.
- Duties include:
  - Evaluation of existing research on aircraft noise impacts and annoyance;
  - Assessment of alternative noise metrics that could be used to supplement or replace DNL standard;
  - Evaluation of the current 65-decibel exposure threshold, including impact to land use compatibility around airports if threshold was lowered; and
  - Evaluation of current noise mitigation strategies and community engagement efforts by FAA with respect to changes in airspace utilization such as the integration of new entrants and usage of performance-based navigation.
- Requires the Advisory Committee to submit a report to the FAA Administrator within 1 year on any recommended changes to current aviation noise policies.
- Requires the FAA Administrator to submit a report to Congress and brief relevant congressional committees on the Advisory Committee’s recommendations and FAA’s plans to implement or not implement each recommendation.

### **Section 909 – Environmental Review and Noise Certification**

- Requires FAA to publish drone-specific environmental review guidance and implementation procedures.
- Requires FAA to integrate programmatic-level approaches to NEPA for the commercial drone industry including an efficient process for preparing environmental reviews of reasonably foreseeable drone operations across a geographic region for an individual

operator's network of drone operations within a defined geographic region and for operations over commercial and industrial sites closed or restricted to the public.

- Requires FAA to engage with the Council on Environmental Quality (CEQ) on issues related to categorical exclusions.
- Requires FAA to waive the determination of compliance of noise standards regulations for drone models seeking type and airworthiness certification.
- Prohibits withholding, denying, or delaying certification due to the absence of a noise certification as long as FAA has developed appropriate noise measurement procedures for such drone models and FAA has received the noise measurement results based on those procedures from the applicant.

#### **Section 1017 – Center of Excellence for Alternative Jet Fuels and Environment**

- Requires the Center of Excellence to focus on research that:
  - Assists in the development, qualification, and certification of the use of aviation fuels from alternative and renewable sources for commercial aircraft;
  - Assists in informing the safe use of the alternative aviation fuels that also apply electrified aircraft propulsion systems;
  - Reduces community exposure to civilian aircraft noise and pollutant emissions;
  - Informs decision-making to support U.S. leadership on international aviation environmental issues, including the development of domestic and international standards;
  - Improves and expands scientific understanding of civil aviation noise and pollutant emissions and their impacts, including supporting the development of improved modeling approaches and tools; and
  - Examines the use of novel technologies and other forms of innovation to reduce noise, emissions, and fuel burn in commercial aircraft.
- Authorizes the Center to issue grants to educational and research institutions.

#### **OTHER PROVISIONS OF NOTE**

##### **Section 206 – Office of NextGen sunset**

- Terminates office by the end of 2025.
- Duties of the office are transferred to various other offices within FAA.

##### **Section 209 – Sense of Congress on FAA engagement during rulemaking activities**

- Sense of Congress that FAA should engage with aviation stakeholders and the public during pre-drafting stages of rulemaking activities and use to inform the agency's work.

##### **Section 615 – Study on congested airspace**

- Requires GAO study on the efficiency and efficacy of scheduled commercial air service transiting congested airspace.

### **Section 737 – Coastal airports assessment**

- Requires FAA and Army Corps of Engineers to assess the resiliency of coastal airports.
- Report due within 2 years of enactment.

### **Sections 915 and 916 – Unmanned and Autonomous Flight Advisory Committee**

- Directs FAA to not renew the charter of the Advanced Aviation Advisory Committee.
- Establishes an Unmanned and Autonomous Flight Advisory Committee that will provide FAA advice on policy and technical-level issues related to unmanned and autonomous aviation operations and activities.
- Membership includes at least 1 member of the following (limited to 12 members total):
  - UAS commercial operators;
  - UAS manufacturers;
  - Counter-UAS system manufacturers;
  - FAA-approved UAS service suppliers;
  - UAS test sites;
  - UAS physical infrastructure network provider;
  - Community advocates;
  - Certifies labor representatives for pilots, air traffic control specialists employed by FAA, aircraft mechanics, and aviation safety inspectors; and
  - Academia or relevant research organizations.
- Requires Advisory Committee to submit an annual report to Congress on activities, findings, and recommendations of the Committee.

### **Section 960 – Advanced air mobility infrastructure pilot program extension**

- Extends this pilot program through 2026 to help communities better understand and plan for the advent of advanced air mobility.

### **Section 1009 – High-speed flight testing**

- Requires FAA within 2 years of enactment to ensure that there is a process for manufacturers and operators of high-speed aircraft can engage in flight testing of such high-speed aircraft and may include the establishment of high-speed testing corridors in the national airspace system.
- Requires FAA to conduct a study on high-speed aircraft operation making recommendations to update regulations regarding high-speed aircraft operations without increasing noise levels at the surface.