Correspondence received for the Legislative Committee of the SCSC Roundtable
Attachments:
Page 2 - 26: Jennifer Landesmann
Page 27 - 32: Robert Holbrook and Darlene Yaplee

Gmail SCSC Roundtable <scscroundtable@gmail.com>

For your consideration for upcoming SCSC Legislative Committee meeting

1 message

Jennifer Landesmann Sat, Jun 6, 2020 at 7:56 PM
To: scscroundtable@gmail.com
Cc: Karen Chapman cityofpaloalto.org

Dear Chair Matichak, SCSC Legislative Committee,
Members of the SCSC Roundtable

As you review a "draft plan for future Legislative Committee Agenda items", per your meeting notice for June 10, 2020 10 AM I would like to offer some suggestions:

1. **If you plan to propose federal or state legislation**

Please prioritize the items expressed on two important lists. Those identified by the Select Committee on South Bay Arrivals which can be found in their Final Report on pages 23 - 27 Longer term and Process issues. Also, provisions in the 2018 FAA Reauthorization. The FAA for example has been erroneously interpreting the law for Sections 173 (noise standard) and 180 (Ombudsman) and this needs attention or possible re-legislation. What is the point of new laws when the existing laws are ignored?

ACTION suggestion: Set an Agenda item to see what needs follow up from the two links above. I suggest inviting some of the speakers from a recent Legislative panel at the recent Aviation Noise and Emissions (their info is at the bottom of this email) to further inform your deliberations going forward.

An example of something that both the Select Committee and the 2018 Reauthorization stressed are noise measurements and metrics which are critical for a variety of essential steps in noise management. Per FAA Administrator Dickson “noise is a shared responsibility” between FAA and industry - yet many Nextgen affected areas are lacking monitors. Stable funding for noise monitors could be an area for federal or state legislation to mandate measuring impacts at the main air traffic arteries or where certain levels of traffic have been reached. Furthermore, as the Select Committee recommended (page 24 SC report), noise measurements should “*yield measurement of **all** noise instead of only a small fraction of it.*” With the current A weightings, the low frequency noise that affects SCSC cities from Arrivals is not considered and needs attention.

2. **If you plan to “monitor” legislation**

I suggest monitoring can be assisted by the professional lobbyists or aviation attorneys that some of the SCSC cities already employ. Some of these professionals already produce regular reports as well.

ACTION suggestion: Ask your member cities to help identify lobbyists qualified for aviation or DOT issues - see if the lobbyists would be interested in doing a quarterly update, and at what fees or costs.

3. **If you plan on developing new ideas for legislation**

First please ensure that you are well versed on which FAA policies and practices are presenting the toughest challenges to citizens. Having an understanding of the FAA's approach to noise management is key for that.

ACTION suggestion: Set an Agenda item to review the FAA Briefing to SFO Roundtable October 2019 - Video replay - FAA briefing SFO RT October 2019 (25 minute briefing) and use this as a starting point to hear directly from FAA's Chief Scientist on Environmental issues about the various matters.

My feedback to FAA on their briefing in October 2019 was that their environmental vision/goal on Slide 4 "remove environmental constraints on aviation growth" (as opposed to eliminating noise and emissions pollution) needs review so that their focus is not simply on eliminating public input or voice (which in fact is happening in their NEPA practices). Also, the way the FAA reports success is misleading or grossly overstated (see slide 8 about aircraft noise evolution) and some statistics fudge real impacts (see slide 19 aircraft emissions in perspective) suggesting teeny weenie emissions impacts from aviation which is just not so when some unlucky community is getting all or most of the teeny weenie impacts. I also expressed the need for objective criteria and analysis to manage noise (a practice that involves you as well btw).

Given FAA's position on environmental issues, below are some suggestions to take up with Congress and FAA.

- How FAA reports success to Communities and Congress: FAA narrowly defines success as the reduction in the number of people exposed to the 65 DNL, ignoring the noise that is outside this realm (all SCSC cities).
- How FAA pre-judges mitigation as primarily insulation, and uses that to hide noise in FAA's NEPA practices. Legislation or Congressional action to *decouple* the 65 DNL standard from its relation to insulation would help, and require the FAA to develop new and improved FAA NEPA practices- better disclosure to communities and defining new mitigation practices beyond insulation.
- How Arrivals noise is very different from Departures and needs specific research and mitigation options.
- How FAA allocates funding and attention to operator noise management (*"what* and *when"* see slide 16) and FAA/ATC noise management (*where* and *how*). Equipment advances are not expected to yield quantum or marginal improvements anytime soon; we need more resources to when, where and how.
- How the FAA manages nighttime noise, and the lack of airline involvement in developing noise mitigation plans and monitoring.
- How noise and emissions standards around the world are set - what are best practices?

There are many potential areas where the FAA could make significant improvements. Last but not least, I urge you to work with ideas that will resonate with others around the country and to coordinate with diverse communities.

Thank you,

Jennifer

https://anesymposium.aqrc.ucdavis.edu/2020-program

Noise and Emissions Legislation: The 2018 FAA Reauthorization Act and What Congress and FAA have been up to since

Chaired By: Veronica Bradley, *Airlines for America* & Jennifer Landesmann, *Sky Posse Palo Alto*

The 2018 FAA Reauthorization Act contains over 20 provisions related to aviation noise and emissions. This Congress has also introduced more than 10 aviation noise bills. This conversation-style session will provide a discussion on how communities advocate for legislative answers to their noise concerns, how industry perspectives impact legislative outcomes, and how FAA implements the final law, all using examples from the FAA Reauthorization Act of 2018, current pending legislation in Congress, and long-standing FAA research programs.

Presentation 1

By: Janet McEneaney, Queens Quiet Skies

Presentation 2

By: Melinda Pagliarello, ACI-NA

Presentation 3

By: Donald Scata, Federal Aviation Administration

Presentation 4

By: Craig Wilsey, Program Manager, Boeing Research & Technology

Presentation 5

By: Jose Alonso, Acoustic Specialist, Collins Aerospace

Video Attachment: https://www.youtube.com/watch?v=hKvZdL9O-EM&t=2268&authuser=0

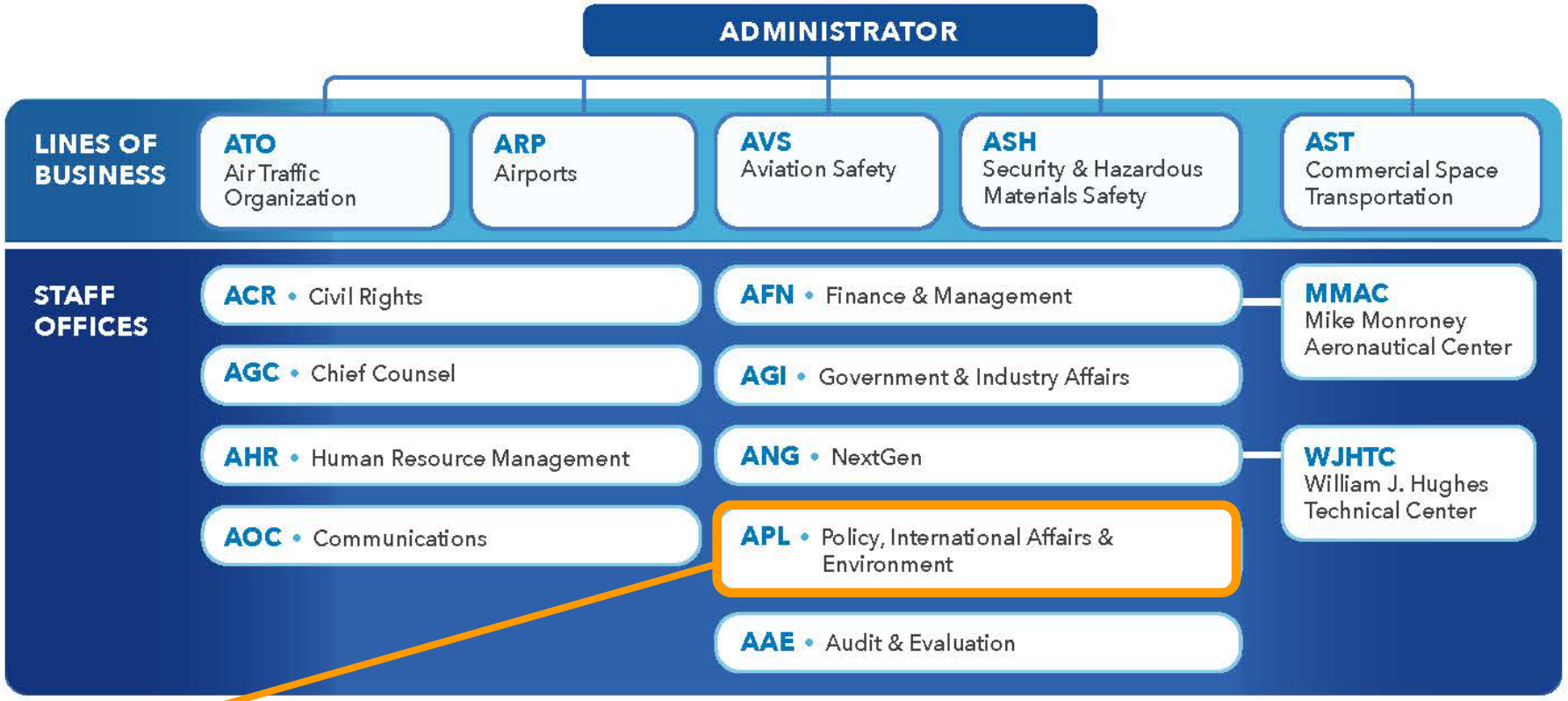
FAA Efforts to Understand and Address Aviation Noise and Emissions Challenges

Presented to: SFO Round Table Meeting

By: Jim Hileman
Office of Environment and Energy
Federal Aviation Administration

Date: October 2, 2019

FAA Organizational Structure



Office of Environment and Energy (AEE)

Economic Benefits of Aviation

5.1% of U.S. GDP

10.6 Million
U.S. jobs

$1.6 Trillion
in U.S. economic activity annually

$59.9 Billion
of U.S. Trade Balance (exports-imports)

SOURCE: FAA Air Traffic Organization

Aviation equipment (aircraft, spacecraft, and related equipment) is largest export sector in U.S. economy accounting for over 8% of total exports.

SOURCE: U.S. International Trade Commission

AEE Mission and Vision

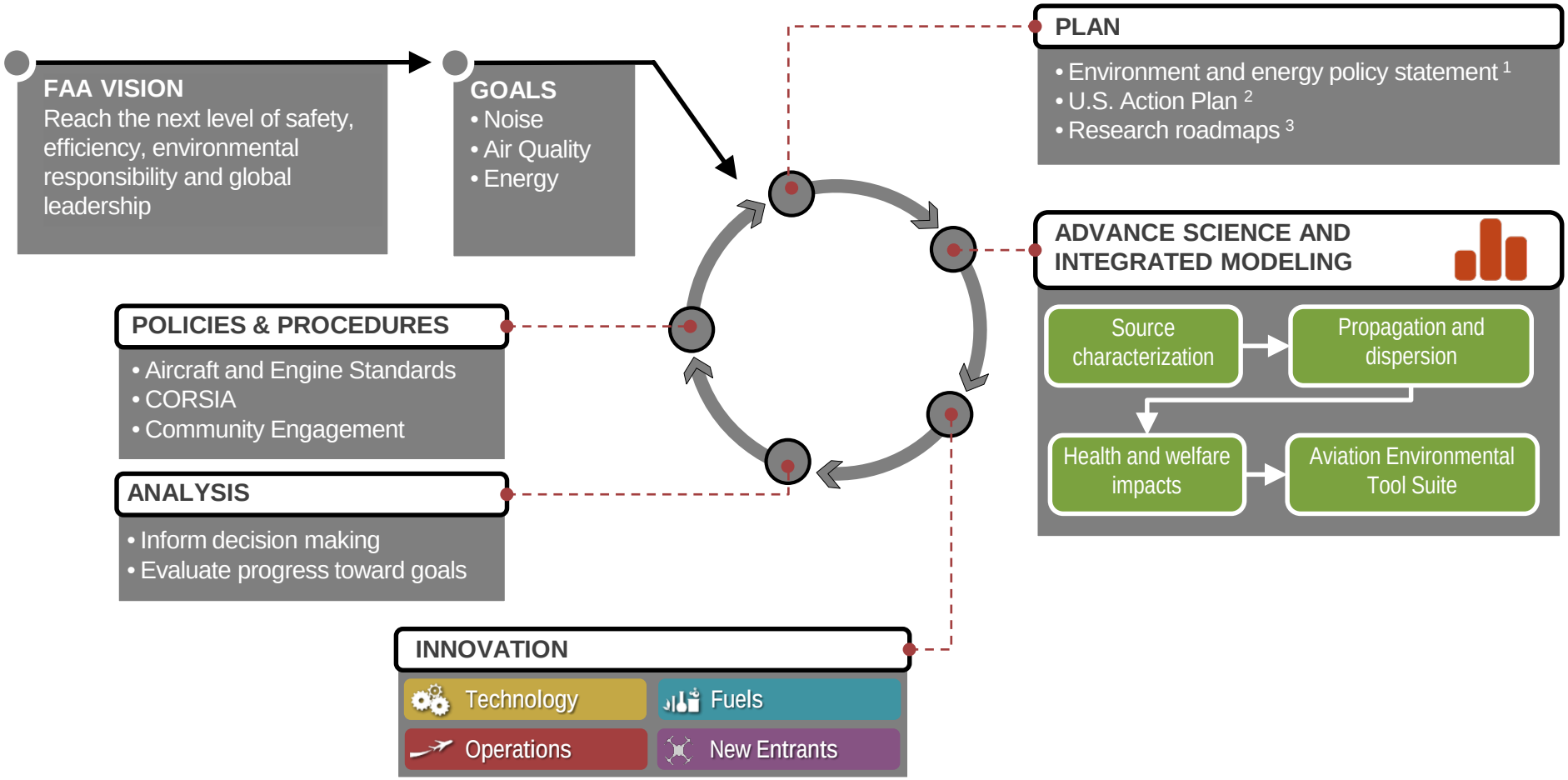
Mission:

To understand, manage, and reduce the environmental impacts of global aviation through research, technological innovation, policy, and outreach to benefit the public

Vision:

Remove environmental constraints on aviation growth by achieving quiet, clean, and efficient air transportation

Environmental & Energy Strategy



Notes:

1. Aviation E&E Policy Statement (Federal Register 77-141, 2012): http://www.faa.gov/about/office_org/headquarters_offices/apl/environ_policy_guidance/policy/media/FAA_EE_Policy_Statement.pdf
2. U.S. Aviation GHG Emissions Reduction Plan: http://www.icao.int/environmental-protection/Pages/ClimateChange_ActionPlan.aspx
3. Environment and Energy Website: http://www.faa.gov/go/environment

Environment and Energy (E&E) Research Programs

Continuous Lower Energy, Emissions and Noise (CLEEN)

- Reduce aircraft fuel burn, emissions and noise through technology & advance alternative jet fuels
- Cost share partnership with industry

ASCENT Center of Excellence (COE)

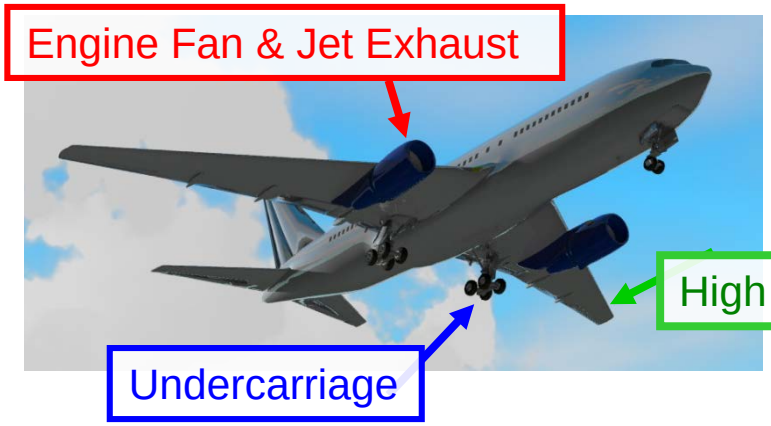
- COE for Alternative Jet Fuel and Environment
- Cost share research with universities

Additional Efforts

- Commercial Aviation Alternative Fuels Initiative (CAAFI)
- Volpe Transportation Center
- Contractors

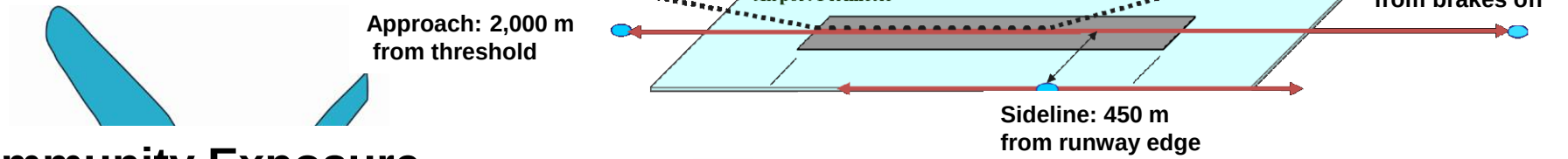
Community Noise from Aircraft

Aircraft Noise

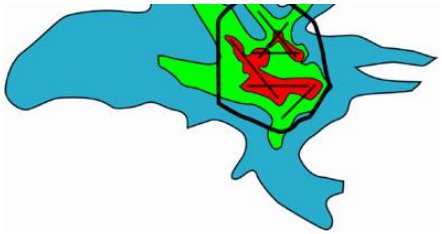


All noise sources contribute to acoustic signature – both at takeoff and during landing

Landing Takeoff Cycle

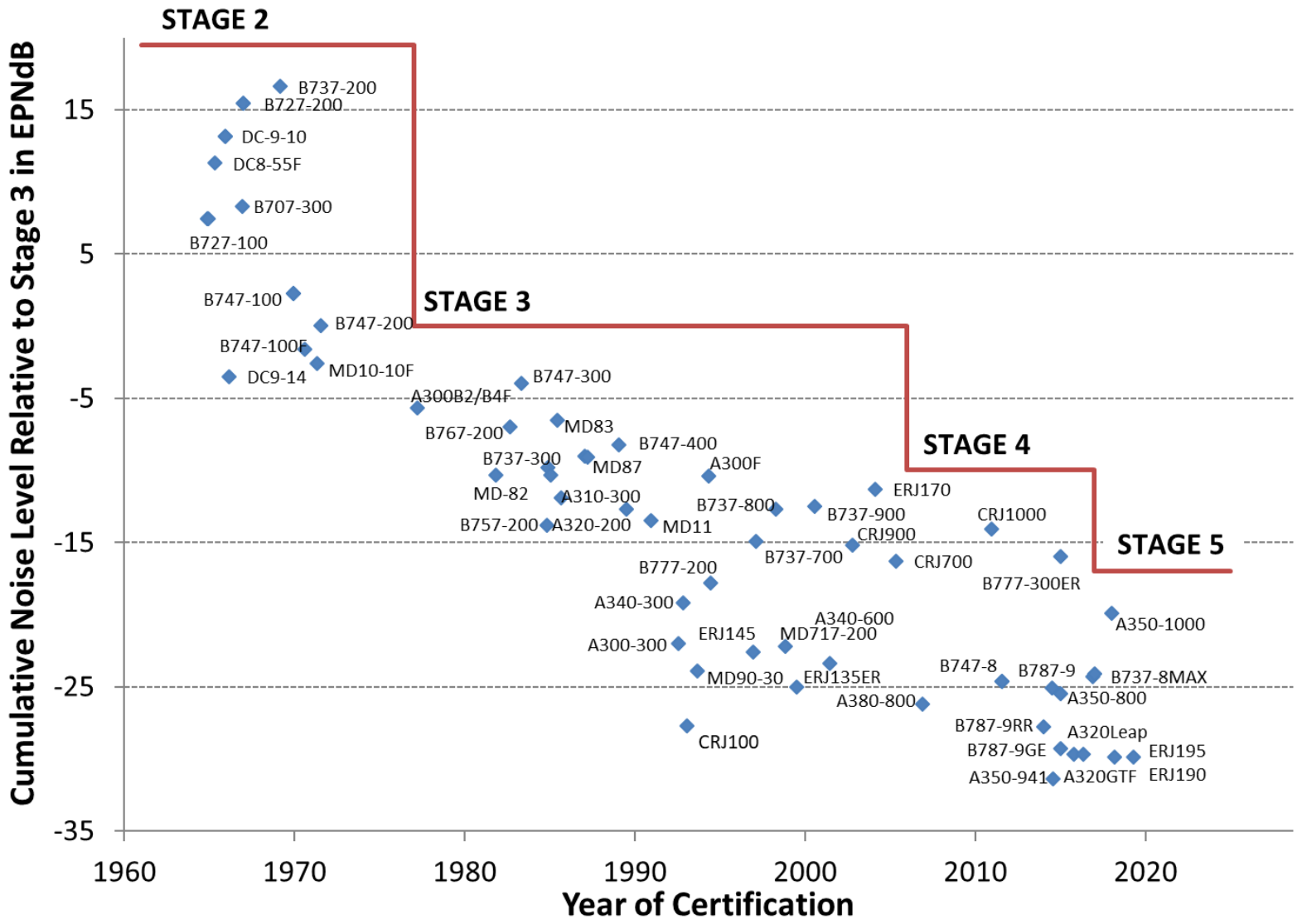


Community Exposure



Community exposure set by aircraft types and operational tempo over day and night

Commercial Aircraft Noise Evolution



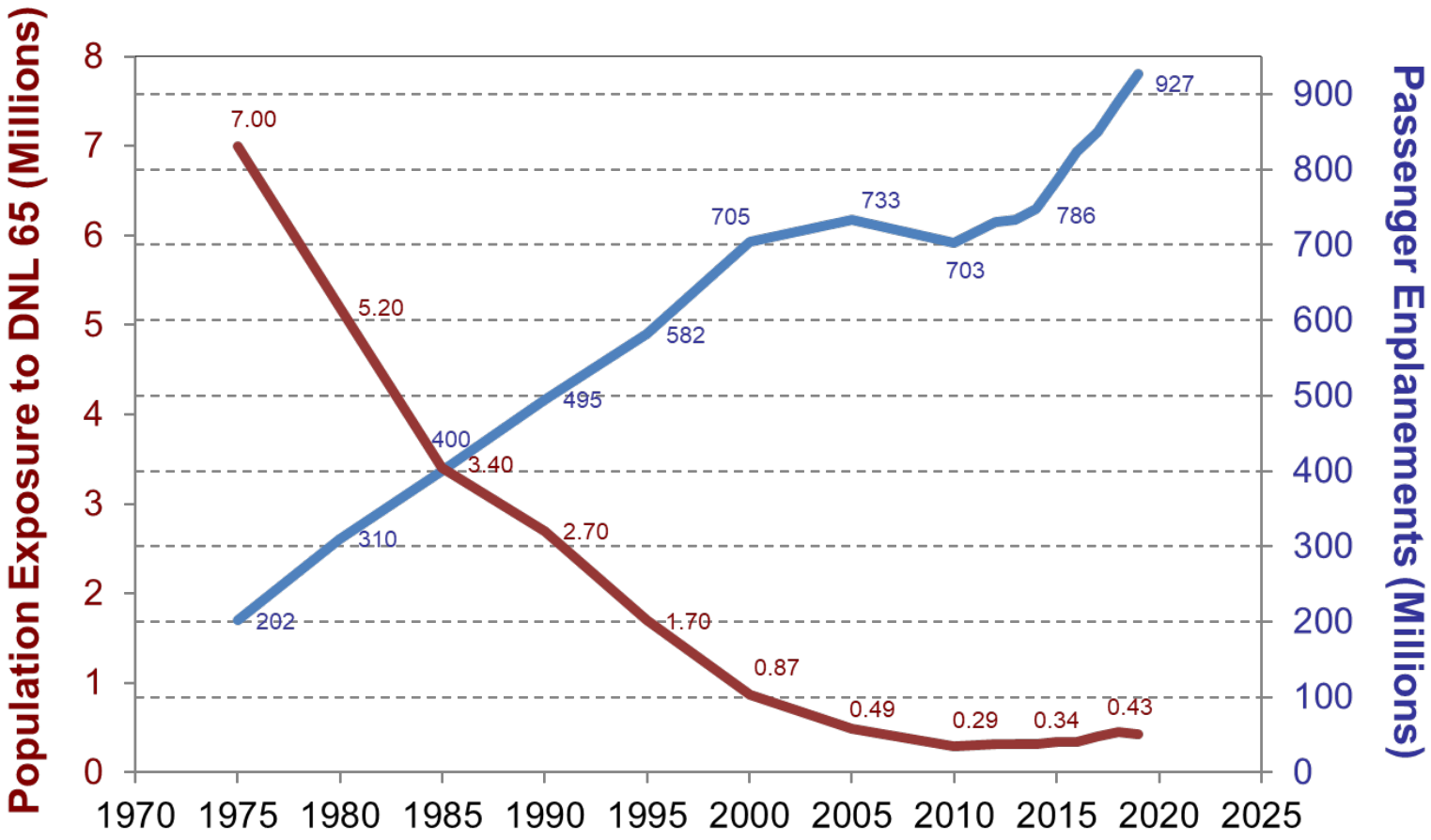
Noise Reduction through Technology

- Noise improvements have come with fuel efficiency gains
- Increased engine bypass ratio

- Simplified high lift systems

Images from airliners.net

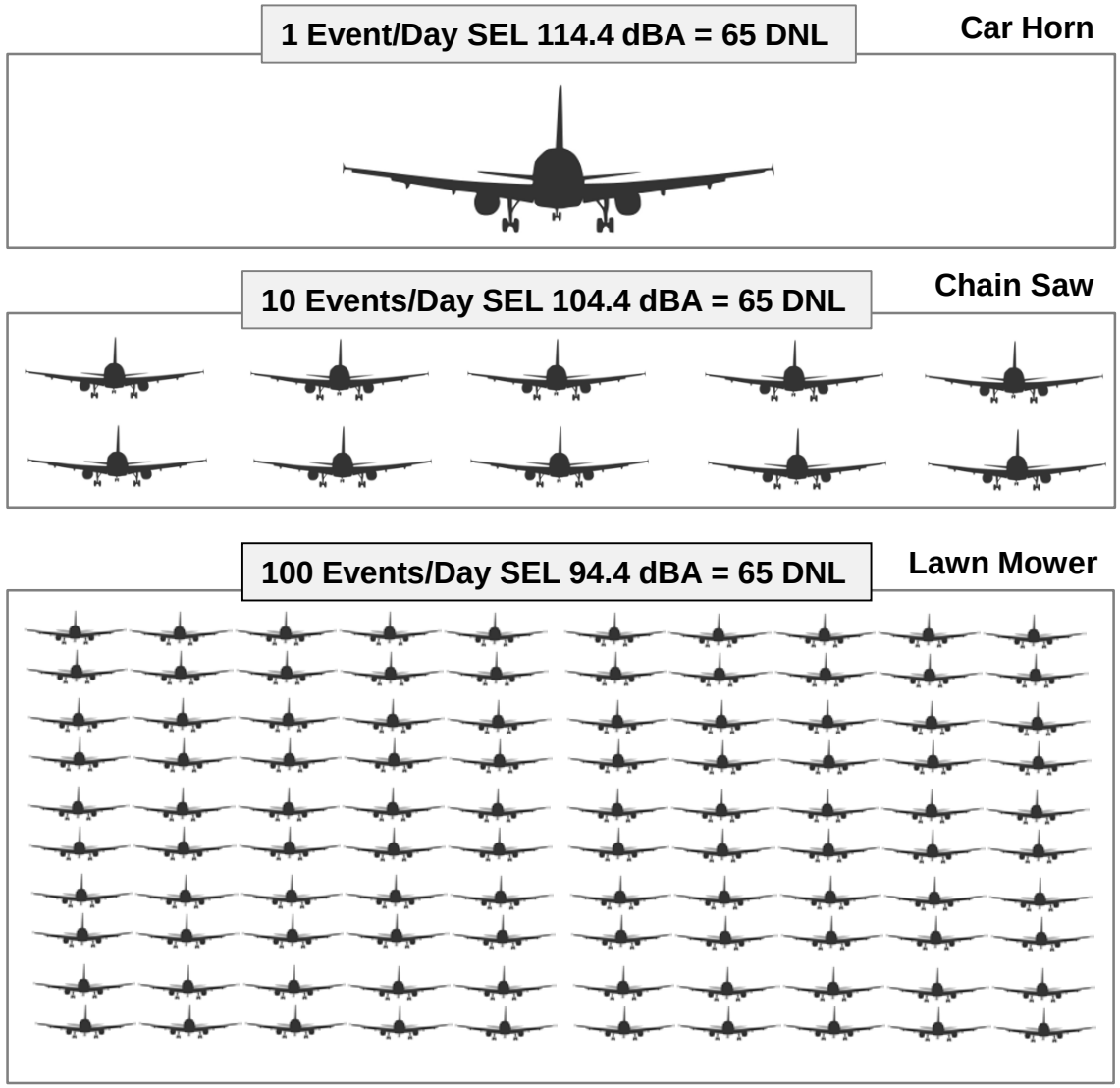
Historical Trends in Noise Exposure and Enplanements



A 93 percent decrease in community noise exposure while increasing enplanements by over a factor of four – the noise experience is very different today then decades past and we expect it to continue to evolve

Today's Situation

- Aircraft noise from 1970s is different than aircraft noise today. Aircraft from 1970s produced the same acoustic energy as 10 to 30 aircraft operations today.
- A few, but relatively loud, events in 1970s would result in DNL 65 dB. Many, relatively quiet events today would also result in DNL 65 dB. However, noise experience would be very different.
- Precision navigation is being implemented to increase the safety and efficiency of the NAS.



Efforts Relating to Aircraft Noise

Understanding Noise

- Improving modeling capabilities
- Examining relationship between noise and annoyance, sleep, cardiovascular health and children's learning
- Evaluating current aircraft, helicopters, commercial supersonic aircraft, unmanned aerial systems, and commercial space vehicles

Outreach

- Enhanced community involvement
- Increase public understanding

Reducing Noise at the Source

- Aircraft technologies and architecture
- Noise standards

Mitigation

- Vehicle operations
- Sound insulation program

MITRE

ASCENT AVIATION SUSTAINABILITY CENTER

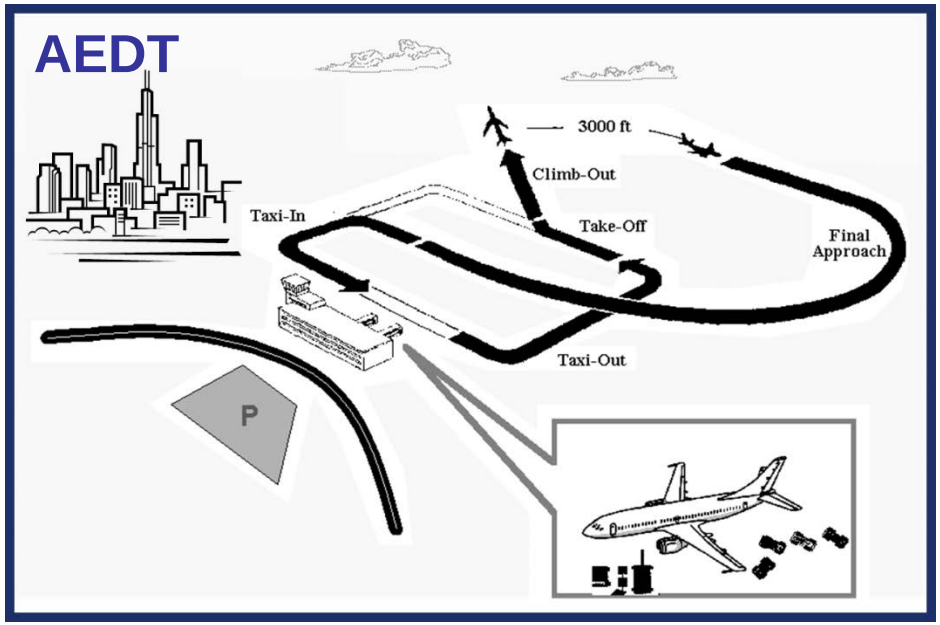
Continuous Lower Energy, Emissions & Noise CLEEN Federal Aviation Administration

the VOLPE center

NextGEN

Aviation Environmental Design Tool (AEDT)

- Computes noise, fuel burn and emissions simultaneously
- Can analyze airport, regional, national, and global scales
- Required for all regulatory actions
- In use by 428 international users from 36 countries



AEDT Development Plan

- Current version of tool, AEDT3b, released on September 24, 2019
- Improvements in AEDT 3 series, relative to AEDT2d
  - Improved aircraft performance module
  - Improved takeoff weight and thrust modeling
  - Improved capabilities at lower noise levels
- Laying ground work to incorporate airframe noise more explicitly in AEDT4 with a planned 2022 release

Research Areas on Noise Impacts

- **FAA is sponsoring a robust research program to understand the potential impacts of aviation noise on public health and welfare**

- **Annoyance**
  - In 2014, FAA initiated a national survey to measure public annoyance to aircraft noise, as part of FAA's broader research portfolio related to aircraft noise
  - Responses from over 10,000 people living near 20 U.S. airports were collected
  - The survey results and a draft report are being reviewed by the FAA in coordination with the Department of Transportation and other federal agencies

- **Sleep Disturbance**
  - Conducted field studies to test different equipment viability
  - Have begun preparations for a national study
  - Determine what, if any, impact aviation noise has on sleep

- **Cardiovascular Health**
  - Associating historic, modeled noise levels with existing epidemiological studies
  - Determine what, if any, correlation exists between cardiovascular disease and aviation noise

For more information:
- PARTNER Project 44: http://partner.mit.edu/projects/aviation-related-noise-effects-elderly
- ASCNET Project 003: https://ascent.aero/project/noise-impact-health-research/
- ASCENT Project 017: https://ascent.aero/project/noise-exposure-response-sleep-disturbance/

Efforts Relating to Aircraft Technology

Continuous Lower Energy, Emissions & Noise (CLEEN)

- FAA led public-private partnership with 100% cost share from industry
- Reducing fuel burn, emissions and noise via aircraft and engine technologies and alternative jet fuels
- Conducting demonstrations to accelerate maturation of certifiable aircraft and engine technologies

	Phase I	Phase II	Phase III*
Time Frame	2010-2015	2016-2020	2021-2025
FAA Budget	~$125M	~$100M	TBD
Noise Reduction Goal	25 dB cumulative noise reduction cumulative to Stage 5 ***and/or reduces community noise exposure (new goal for Phase III)***		
Fuel Burn Goal	33% reduction	40% reduction	-20% re: CAEP/10 Std.
NO_X Emissions Reduction Goal	60% landing/take-off NO_X emissions	75% landing/take-off NO_X emissions (-70% re: CAEP/8)	
Particulate Matter Reduction Goal			Reduction relative to CAEP/11 Std
Entry into Service	2018	2026	2031

***The information for the third phase of the CLEEN Program is notional as the FAA is in the process of developing the final solicitation.**

For more information on CLEEN program: http://www.faa.gov/go/cleen

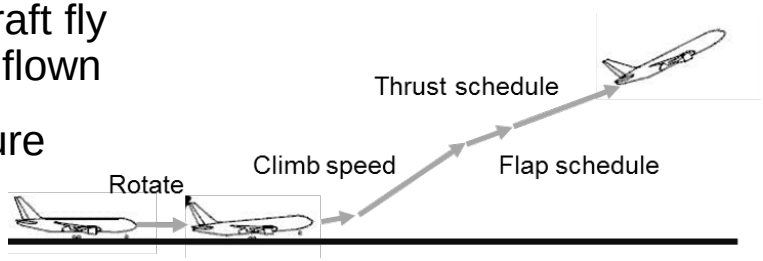
CLEEN III Industry Day: https://faaco.faa.gov/index.cfm/announcement/view/32134

CLEEN III Solicitation: https://faaco.faa.gov/index.cfm/announcement/view/31885

Efforts Relating to Aircraft Operations

Opportunities for noise reduction:

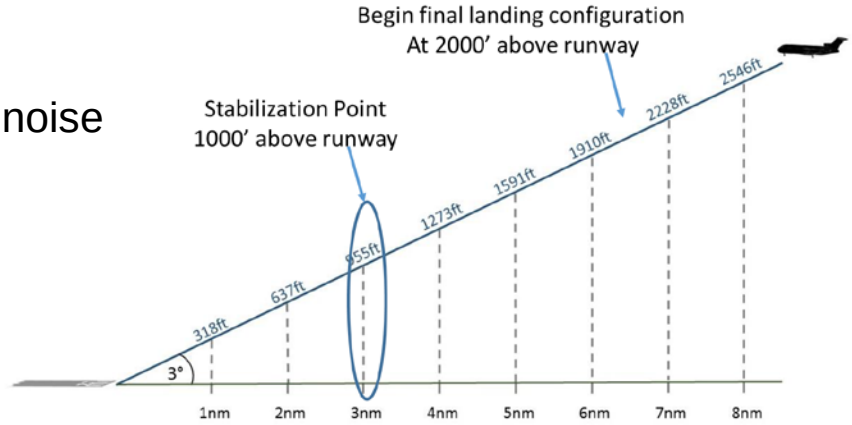
- Airlines determine *what* aircraft fly and *when*
- There might be opportunities to change *where* aircraft fly (through precision navigation) and *how* aircraft are flown
- Must consider the entirety of the airspace and ensure the continued safety of operations



Takeoff Profile

Concepts being evaluated:

- **Route changes**
- **Thrust / speed management**
  - Noise abatement procedures
  - Manage thrust and configuration to lower noise on takeoff and approach
- **Vertical profile**
  - Continuous climb operations
  - Continuous descent arrival
  - Modified approach angles
  - Staggered or displaced landing thresholds
- **Introduction of systematic dispersion**

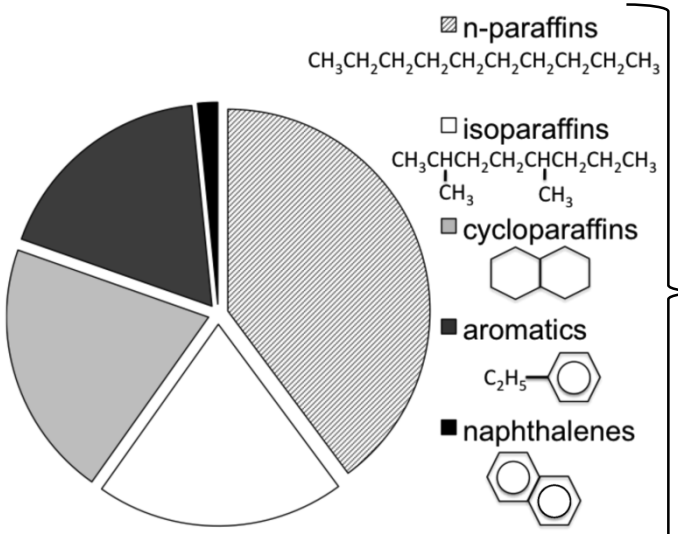


Approach Profile

For more information:

- ASCENT Project 023: https://ascent.aero/project/analytical-approach-for-quantifying-noise-from-advanced-operational-procedures/
- ASCENT Project 044:https://ascent.aero/project/aircraft-noise-abatement-procedure-modeling-and-validation/

Aircraft Emissions and Air Quality

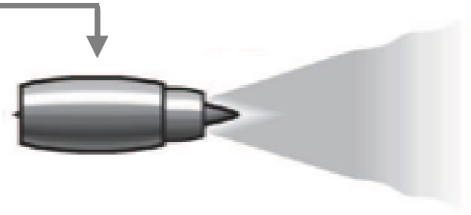


Weighted Mean Fuel Sulfur Content (PPM)		
	2006	2007
US East	446	321
US Gulf	858	800
US West	240	395
Nationwide	709	677

Fuel composition and engine design determine emissions

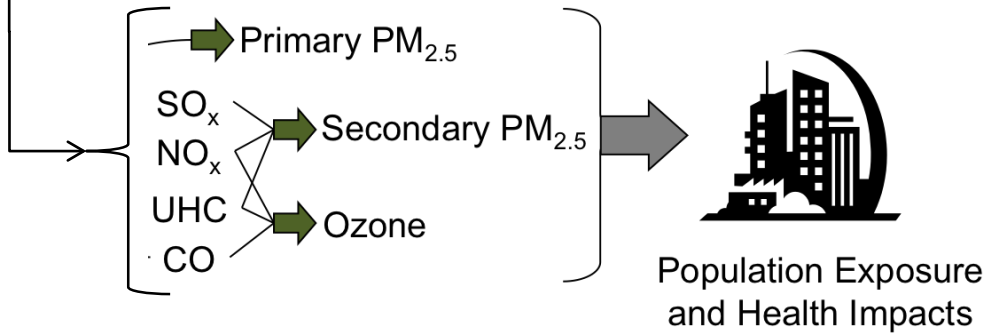
Fuel: $C_nH_m + S$

Air: $N_2 + O_2$



Tank-to-Wake Actual Combustion Emissions

$CO_2 + H_2O + NO_X + SO_X + soot + CO + HC + N_2 + O_2$



Atmospheric transformation, dispersion and removal determine pollutant concentration

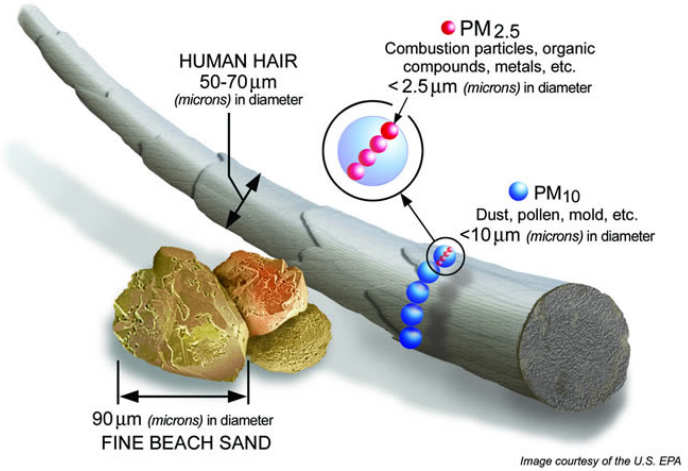
Particulate Matter

- Epidemiological studies link long-term exposure to fine Particulate Matter ($PM_{2.5}$) to increased risk of premature mortality

  Dockery et al. (1993); Pope et al. (2002); WHO (2008); Pope et al. (2009); USA EPA (2011)

- Particulate Matter consists of particles and liquid droplets
  - Particulate Matter = PM_{10} = diameter ≤ 10 μm (could enter lungs)
  - Fine Particulate Matter = $PM_{2.5}$ = diameter ≤ 2.5 μm (could enter blood)
  - Ultrafine Particulate Matter = $PM_{0.1}$ = diameter ≤ 0.1 μm (could enter systems)

- Particulate Matter from aircraft engines:
  - Soot (a.k.a., non-volatile PM, black carbon)
  - Volatile organic compounds from engine sulfate and nitrates & atmospheric ammonia
  - Aircraft engine PM is sufficiently small to qualify as ultrafine particulate matter



http://www3.epa.gov/airquality/particlepollution/basic.html

Aircraft Emissions in Perspective

- Based on analysis of top 66 airports in the U.S., aircraft operations contribute less than 1% of all ambient $PM_{2.5}$ in metropolitan areas.
  - UNC research - Boone, S. S. Penn, J. Levy and S. Arunachalam (2015). Calculation of sensitivity coefficients for individual airport emissions in the continental United States using CMAQ-DDM3D/PM, In Proceedings of the 34th International Technical Meeting on Air Pollution, Montpellier, France, May 2015.

- Aircraft activities contributes to 0.3% of the health impacts of combustion emissions in the U.S.
  - MIT research - Dedoussi and Barrett, “Air pollution and early deaths in the United States. Part II: Attribution of PM2.5 exposure to emissions species, time, location and sector,” Atmospheric Environment 99 (2014). http://dx.doi.org/10.1016/j.atmosenv.2014.10.033
  - MIT research - Yim et al., “Global, regional and local health impacts of civil aviation emissions,” Environ. Res. Lett. 10 (2015). doi:10.1088/1748-9326/10/3/034001

- Based on measurements in Seattle area, road traffic produces more PM, relative to aviation, at all sizes down to 20 nm. Aircraft produce more PM, relative to emissions, at sizes from 10 to 20 nm.
  - $PM_{0.1}$ is 100 nm and road traffic PM
  - U. Washington research - Preliminary findings presented by Prof. E. Austin of U.W. to 2019 Aviation Emissions Characterization Roadmap meeting available for download at https://deohs.washington.edu/mov-mobile-observations-ultrafine-particles-study

Efforts Relating to Jet Fuel and Emissions

Testing and Modeling

- Measure emissions from engines using conventional and alternative jet fuels
- Improve atmospheric impact modeling capabilities
- Support and improve Certification/Qualification testing to ensure alternative jet fuels are safe for use
- Analysis to understand environmental and economic sustainability of alt fuels

Reducing Emissions

- ICAO Carbon Offsetting and Reduction Scheme (CORSIA)
- Engine standard (NO_X, PM, and CO_2 standards)
- Modifications to fuel composition
- Aircraft technologies
- Vehicle operations

Coordinate Activities

- Public-private partnerships
- State, regional, interagency, and international

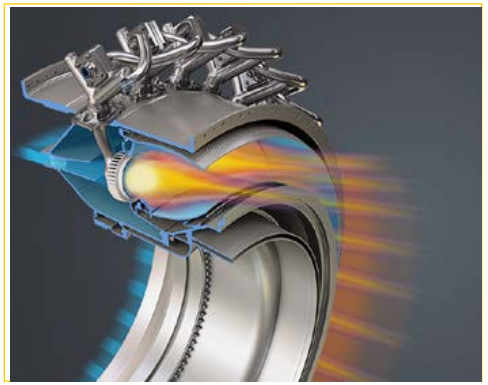
Technology & Emissions Reduction

- Visible smoke emissions have been eliminated

DC-8, 1958

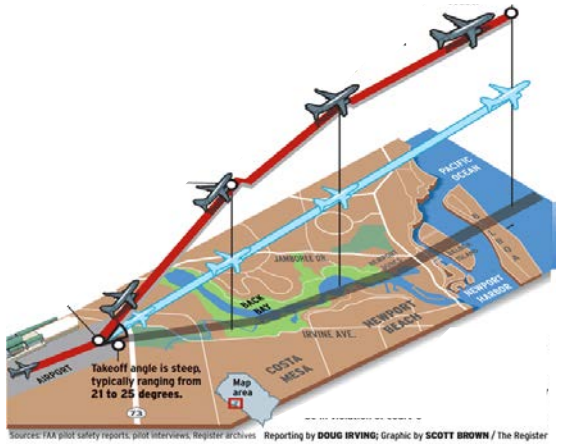
Boeing 787, 2012

- 50% reduction in CAEP Nitrogen Oxides (NOx) emissions standard since 1995
- CAEP/11 agreement on a particulate matter standard for aircraft engines – limits on both particle number and mass
- CLEEN Program - Low Emissions Combustors
  - GE TAPS II Combustor,
    LTO Nox: 55% below most recent CAEP std
    PM: 90% below CAEP visibility smoke limit
  - CLEEN combustor development ongoing with GE, Honeywell, Rolls Royce



Our Direction

- Utilizing a comprehensive approach to address environmental challenges
- Working with a broad range of stakeholders to understand issues and develop solutions
- Placing more focus on innovation to overcome noise and emissions challenges
- Continue to seek partnerships for our R&D efforts
- Continue to be responsive to priorities outlined in the FAA Reauthorization Act of 2018



Gmail SCSC Roundtable <scscroundtable@gmail.com>

Input for tomorrow's Leg Committee meeting

1 message

Robert Holbrook Tue, Jun 9, 2020 at 2:56 PM
To: "SCSC Roundtable (scscroundtable@gmail.com)" <scscroundtable@gmail.com>
Cc: Darlene Yaplee

Please find attached two documents that might be helpful to tomorrow's discussions.

The first is the Legislative Action Items chart that was distributed in the packet, but updated to include a new line item and also a level of detail for two of the items that we think adds clarity.

The second document distills sections from the FAA Reauthorization Act of 2018 that we feel are of special interest to the Roundtable. This document could potentially form the basis for a tracking and review document for Leg Committee and Roundtable follow-up.

It would be helpful if these documents could be shared while we speak to them during the public comment period tomorrow.

Regards,

Robert Holbrook and Darlene Yaplee

2 attachments

Legislative_ActionItems_Chart_06092020.docx
20K

FAA Reauth Timeline 06092020.xlsx
18K

SECTION	SECTION TITLE	DUE	FAA STATUS	TEXT	Note
173	**Alternative Airplane Noise Metric Evaluation Deadline**	2019.10.05	Complete	The FAA shall *complete its ongoing evaluation of alternative metrics to the current Day Night Level (DNL) 65 Standard*.	The FAA views this section as setting a deadline for its internal work, with no report to Congress required.
175	**Addressing Community Noise Concerns**	NA		The FAA shall *consider dispersal headings or other lateral track variations if the airport operator requests it and the request would not conflict with the "safe and efficient" use of the national airspace*, when proposing or amending RNAV procedures that direct aircraft below 6,000 feet over noise sensitive areas.	
176	**Community Involvement in FAA Nextgen Projects Located in Metroplexes**	2019.04.05 (Review) 2019.06.05 (Report)	Late	The FAA shall *review its community involvement practices* and produce a report on how to improve them for future projects	
179	**Airport Noise Mitigation and Safety Study**	2020.10.05		The FAA shall *review and evaluate existing studies of the relationship between jet aircraft approach and takeoff speeds and corresponding noise impacts* on communities, including the advisability of using speeds as a noise mitigation technique, and whether any of the metropolitan areas identified in §189 would benefit from such mitigation techniques *without significantly impacting aviation safety or efficiency*.	
180	**Regional Ombudsen**	2019.10.05	Complete	Within 1 year, the FAA is directed to *designate a regional ombudsman for each FAA region* , to serve as a community liaison, make recommendations to address community concerns, and be consulted on proposed airspace changes	
181	**FAA Leadership on Civil Supersonic Aircraft**	2020.03.31 (NPRM)		The FAA is directed to *exercise leadership related to the certification and safe and efficient operation of civil supersonic aircraft*, including issuing a rulemaking on noise standards.	Comments on NPRM regulation Landing/Takeoff (LTO) noise due 2020.07.13. Future NPRM to address sonic boom over land.
186	**Stage 3 Aircraft Study**	2020.04.05 (Report)	Late	The FAA is directed to *review the benefits, costs, and other impacts* to a variety of stakeholders, including communities surrounding airports, *from a phaseout of Stage 3 aircraft*.	
187	**Aircraft Noise Exposure Study**	2020.10.05 (Report)		The FAA shall *conclude its ongoing review of the relationship between aircraft noise exposure and its effects on communities around airports*. The report shall include preliminary recommendations for revising land use compatibility guidelines.	FAA press release 2015.05.07 will soon begin work on a multi-year survey with hopes to finish by 2016. https://www.faa.gov/news/press_releases/news_story.cfm?newsId=18774
188	**Study Regarding Day-Night Average Sound Levels**	2019.10.05 (Report)	Complete	The FAA shall *evaluate alternative metrics to the current average daynight level (DNL) standard*, such as the use of actual noise sampling and other methods, to address community airplane noise concerns.	173 said to have been addressed by this deliverable.

SECTION	SECTION TITLE	DUE	FAA STATUS	TEXT	Note
189	**Study on Potential Health and Economic Impacts of Overflight Noise**	2022.04.05 (Study Complete)		The FAA shall *enter into an agreement with an eligible institute of higher learning to study health impacts of noise from aircraft on residents exposed to a range of noise levels* from such flights. The study shall examine incremental health impacts, including sleep disturbance and elevated blood pressure, and be focused on residents in designated metropolitan areas (Washington, DC metro area is included) and under flight paths frequented by aircraft flying lower than 10,000 feet.	
178	**Terminal Sequencing and Spacing**	2018.12.04 (Briefing to Congress)		the Administrator of the Federal Aviation Administration shall provide a briefing to the appropriate committees of Congress on the *status of Terminal Sequencing and Spacing (TSAS) implementation* across all completed NextGen metroplexes	Review this briefing material to decide if it warrants a presentation to the RT
329	**Performance Based Standards**			The Administrator shall, to the maximum extent possible and consistent with Federal law, and *based on input by the public, ensure* that regulations, guidance, and policies issued by the FAA 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.	Clarify the intent of this requirement with the FAA
342-377, 582, 721	**Drones**				
502	**Report on Air Traffic Control Modernization**	2019.04.05 (FAA) 2020.01.05 (IG)		the Administrator shall submit... a report describing the multiyear effort... to modernize the air transportation system..., including… [schedules, delays, projected and actual costs and benefits, risks and mitigations.	Review a copy of the IG report
503	**Return on Investment Report**	2019.10.05, 2020.10.05, …		the Administrator shall submit… a report on the status of each NextGen program [including] (1) an estimate of the date the program will have a positive return on investment; (2) an explanation of any delay in delivery of expected benefits.... (c) The Administrator shall (1) develop in coordination with the NextGen Advisory Committee and considering the need for a balance between the long-term and near-term user benefits [for the Federal Government and users of the national airspace system], *a prioritization of the NextGen programs; (2) annually update the priority list*....	Review a copy of this report annually

SECTION	SECTION TITLE	DUE	FAA STATUS	TEXT	Note
534	**NextGen Delivery Study**	2020.04.05		the inspector general of the Department of Transportation shall initiate a study of 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. *[The report shall include (8) an analysis of the potential impacts on aircraft noise and flight paths; (9) the potential changes in separation standards, fuel consumption, flight paths, block times, and landing procedures or lack thereof; ..."]*	Review a copy of this report
547	**Enhanced Air Traffic Services**			Establishes a pilot program for preferential access to three airports providing higher priority in sequencing for airplanes equipped with "certain NextGen avionics".	Ask what FAA program this section furthers. Time Based Flow Management? Terminal Sequencing and Spacing?
572	**Special Review**	2020.10.05		[The FAA Management Advisory Council shall review...] the practices and procedures of the FAA for developing proposals with respect to changes in regulations, policies, or guidance of the Federal Aviation Administration relating to airspace that affect airport operations, airport capacity, the environment, or *communities in the vicinity of airports, including an assessment of the extent to which there is consultation*, or a lack of consultation, with respect to such proposals— (A) between and among the affected elements of the Federal Aviation Administration...; and (B) between the Federal Aviation Administration and affected entities, including airports, aircraft operators, *communities* , and State and local governments. [This determination is to made after consulting with air carriers, GA, airports, exclusive bargaining representatives of air traffic controllers and state aviation officials. Community representatives were not specified.] [The report shall include] a description of the comments, recommendations, and dissenting views received from the Council and a description of how the Administrator plans to implement the recommendations of the Council."	Prep the State aviation officials with any potential concerns.
712	**Research Advisory Committee**			The national aviation research plan required under section 44501(c) shall include a summary of all research advisory committee recommendations and a description of the status of their implementation.''	Clarify function of the Research Advisory Committee and review their recommendations

SECTION	SECTION TITLE	DUE	FAA STATUS	TEXT	Note
741	**Research Plan for the Certification of New Technologies into the National Airspace System**	2019.10.05		[the Administrator shall transmit] a comprehensive research plan for the certification of new technologies into the national airspace system to the Committee on Science, Space, and Technology of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate. *This plan shall identify research necessary to support the certification and implementation of NextGen*	Request a copy of this research plan and review it.
742	**Technology Review**	2019.10.05		The Administrator of the FAA, in coordination with the Administrator of NASA, shall conduct a review of current and planned research on the use of advanced aircraft technologies, innovative materials, alternative fuels, additive manufacturing, and novel aircraft designs, to increase aircraft fuel efficiency. [Among other things the review shall include summaries of projects and missions to examine "such technologies, materials, fuels, and aircraft designs to enhance fuel efficiency and aerodynamic performance, and reduce drag, weight, *noise* , and fuel consumption;"	Request a copy of this report and review it.
743	**CLEEN Aircraft and Engine Technology Partnership**			The Administrator of the Federal Aviation Administration shall enter into a cost-sharing cooperative agreement... with institutions, entities, or consortiums to carry out a program for the development, maturation, and testing of certifiable CLEEN [continuous lower energy, *emissions, and noise*] aircraft, engine technologies, and jet fuels for civil subsonic airplanes.... (c) The Administrator shall establish the performance objectives for the program in terms of the specific objectives to reduce fuel burn, *emissions and noise* .	Request a copy of the report detailing the performance objectives and review it.
761	**NextGen Research**	2019.10.05		the Administrator shall submit… a report specifying the top 5 priority research areas for the implementation and advancement of NextGen, including— (1) an assessment of why the research areas are a priority for the implementation and advancement of NextGen; (2) an identification of the other Federal agencies and private organizations assisting the Administration with the research; and (3) an estimate of when the research will be completed.	Request a copy of this report and review it.

Legislative Subcommittee		
ID	**Possible Agenda Items**	**Recommended SCSC RT Action**
1	Review 15 bills introduced to House.	
2	Review FAA Reauthorization bill, receive status updates and any reports that have been generated.	
3	Follow-up on airline bailout legislation and language.	
4	Receive a summary of airport expansion plans.	
5	Develop a calendar of Legislative Committee meeting dates as well as a timeline of possible items to address.	
6	Consider actions to proactively address legislation. • Metrics: Replace DNL metric, Lower the 65 DNL Threshold for Assessing Noise Impacts, Place an Emphasis on the Frequency of Single Noise Events • Limit Nighttime Flights • FAA's Procedure Development and Environmental Review Process	
7	Understand and make recommend changes to FAA's procedure development and environmental review process. • Revise FAA's NEPA Guidance to Require Full Disclosure of Noise Analyses in CatExes • Include Public Involvement in the CatEx Process • Increase the Importance of Noise Impacts When Evaluating Flight Procedures • FAA Must Evaluate the Actual Impacts of Procedure Changes and Make Adjustments to Match the Environmental Analysis	
8	~~7~~ Determine actions to work with Congressional staff regarding new legislation or existing legislation for amendments.	
9	~~8~~ Determine ways for the Committee to be most effective.	

Common themes from the public have been inserted in chart above as bullets

Not in the chart: Link the IFP Gateway Publication Dates and FAA Roundtable Report Outs