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Shared Aircraft Noise & Emissions Policy Priorities
for the 2023 FAA Reauthorization Act

The growth of operations at Seattle-Tacoma International Airport has elevated aircraft noise and air emissions as one of the highest priorities for our community. To address these issues, we need federal partnership to provide new tools, new authorities, new resources, new approaches, and new FAA engagement that can make a tangible difference. The inclusion of the following policies in the 2023 FAA Reauthorization will move us toward this vision.

- 1) Pass HR2533/S1167 – The Sound Insulation Treatment Repair and Replacement Program Act: We support Senator Murray’s and Representative Smith’s legislation that would allow for federal funding to replace “failed” noise insulation packages.
- 2) Pass HR 1048 – The Aviation Noise and Emissions Mitigation Act: We support Representative Smith’s legislation that would empower the EPA to play a productive role in addressing community concerns about aircraft noise and emissions.
- 3) Impose a deadline for action on FAA Neighborhood Environmental Survey (NES): We propose two policies for inclusion in the 2023 FAA Reauthorization:
 - Creation of an Aircraft Noise Advisory Committee (ANAC) consisting of representatives from key federal agencies, airports, airlines, aerospace manufacturers, and community groups from airport cities to recommend whether and how current federal aircraft noise policy should change.
 - Creation of a statutory deadline six months after the submission of the ANAC recommendations for the FAA to make a final determination on next steps.
- 4) Expand Sustainable Aviation Fuels (SAF) incentives and investments:
 - Increase the authorization for the Fueling Aviation's Sustainable Transition via Sustainable Aviation Fuels (FAST SAF) grant program by at least \$300 million, with a focus on SAF projects.
 - Extend the total duration of the SAF tax credits (SAF Blender’s Tax Credit and Clean Fuel Production Credit combined) to producers for 10 years from the date a facility is placed in service.
 - Provide continued support for the Center of Excellence for Alternative Fuels and Environment (ASCENT) and the FAA’s Continuous Lower Energy Emissions and Noise (CLEEN) Program.
- 5) Renew the FAA Environmental Mitigation Pilot Program: As created by Section 190 of the 2018 FAA Reauthorization Act, we support the permanent authorization of this program at \$6 million per year.
- 6) Pass HR 1049 – The Protecting Airport Communities from Particle Emissions Act: We strongly support Representative Smith’s legislation, which would bring more federal attention and engagement on ultrafine particulates from aircraft engines.
- 7) Ensure FAA support for new regional airport capacity: We would like to see policies that clarify the process for FAA regulatory review and agency collaboration with cities and states in high air travel demand regions looking to invest in new airport capacity, and dedicates funding for new airport capacity in high demand regions.

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Meeting Date: May 14, 2024