

StART

2023 Annual Report

SEA Stakeholder Advisory Round Table

Item No. 11a_attachment_4
Meeting Date: May 14, 2024

Federal Policy Working Group

The Federal Policy Working Group is tasked with advocating for policies that create new aircraft noise and emissions reduction tools, authorities, resources and approaches at the federal level. The working group meets six times a year and – in 2023 – focused on advocating for our shared policy priorities to be included in the new Federal Aviation Administration (FAA) Reauthorization Act. In particular, StART members and staff participated in the first ever StART DC Fly-in, traveling to Washington, DC to discuss our seven policy priorities with members of Congress and the FAA. As of March 2024, four of the seven priorities were included in the FAA Reauthorization in either the House and/or the Senate version:

1. **Action on the FAA Noise Policy Review:** We proposed two policies for inclusion in the 2023 FAA Reauthorization – a one-year deadline for action on potential changes to FAA noise policy, and the creation of a stakeholder advisory committee to help shape those recommendations.
2. **Renewal of the FAA Environmental Mitigation Pilot Program:** Authorizing \$6 million per year for grants to support new technologies and approaches to reducing aircraft noise and emissions.
3. **HR 1049 – The Protecting Airport Communities from Particle Emissions Act:** U.S. Representative Smith’s legislation that will bring more federal attention and engagement on ultrafine particulates from aircraft engines.
4. **FAA support for new regional airport capacity:** Requiring a report 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.

In addition, the Federal Policy Working Group submitted several joint comment letters on agency rulemakings, including a highly detailed response to the FAA’s Noise Policy Review – their ongoing process to identify necessary changes to FAA noise policy – including the potential for enhancing, supplementing, or replacing the current 65 DNL noise metric.