

October 17, 2019

The Honorable Anna G. Eshoo  
United States House of Representatives  
698 Emerson Street  
Palo Alto, CA 94301

Dear Congresswoman Eshoo,

Thank you for your many years of advocacy for reduced impacts of airplane noise and improved community engagement by the Federal Aviation Administration (FAA). Your recent leadership has been instrumental on many fronts, including:

- holding the FAA accountable to maintain progress and publish updates on responses to recommendations from the Select Committee and SFO Roundtable;
- the formation of a Santa Clara/Santa Cruz Roundtable with reliable participation by the FAA; and
- the founding in Congress of the Quiet Skies Caucus to better coordinate nationwide advocacy on airplane noise and demonstrate the strength in numbers of your colleagues who join you in viewing these problems as a priority.

We thank you for joining with your colleagues in the Quiet Skies Caucus yesterday to meet with the new FAA Administrator, Stephen Dickson, to underscore the importance of airplane noise and health impacts directly to him.

We were particularly grateful to see the extremely favorable language included in the recent Committee Report that accompanies the FY 2020 Senate Transportation, Housing and Urban Development Appropriations bill in which Congress:

*“directs the FAA to improve the development of flight procedures in ways that will give fair consideration to public comment and reduce noise through procedure modification and dispersion to reduce the impact on local communities. The FAA should utilize state-of-the-art technologies, metrics, and methodologies to measure actual noise at ground level experienced in communities affected by flight paths and not rely solely on computer modeling or other theoretical measures. The FAA should give high priority to evaluating where increased noise levels disrupts homes and businesses, and threatens public health, and should provide appropriate resources to regional offices to work with local communities to meet this objective.”*

P.O. Box 10250  
Palo Alto, CA 94303  
650.329.2477  
650.328.3631 fax

We recognize that caucus meetings with the FAA Administrator and report language such as this would not have been possible without the momentum of support you and your colleagues have built through the Quiet Skies Caucus, and we commend you for having the foresight to help initiate the formation of that caucus as a founding member. We look forward to the FAA's status reports in response to this new and clear direction from Congress along with the considerable ongoing work of the local roundtables in our region.

Thank you, again, for your leadership to mitigate the impacts of airplanes on our community.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric Filseth", with a stylized flourish at the end.

Eric Filseth  
Mayor, City of Palo Alto

October 17, 2019

The Honorable Dianne Feinstein  
United States Senate  
One Post Street, Suite 2450  
San Francisco, CA 94104

Dear Senator Feinstein,

Thank you for your many years of advocacy for reduced impacts of airplane noise and improved community engagement by the Federal Aviation Administration (FAA). As you know, the City of Palo Alto was extraordinarily impacted by NextGen increases in airplane noise, as the majority of arrivals into San Francisco International Airport fly directly over our community.

We were particularly grateful to see the extremely favorable language included in the Committee Report that accompanies the FY 2020 Senate Transportation, Housing and Urban Development Appropriations bill in which your Committee:

*"directs the FAA to improve the development of flight procedures in ways that will give fair consideration to public comment and reduce noise through procedure modification and dispersion to reduce the impact on local communities. The FAA should utilize state-of-the-art technologies, metrics, and methodologies to measure actual noise at ground level experienced in communities affected by flight paths and not rely solely on computer modeling or other theoretical measures. The FAA should give high priority to evaluating where increased noise levels disrupts homes and businesses, and threatens public health, and should provide appropriate resources to regional offices to work with local communities to meet this objective."*

We recognize that report language such as this is made possible through your leadership on the Appropriations Committee. We look forward to the FAA's status reports to the Committee in response to this clear direction.

Thank you, again, for your leadership on these efforts.

Sincerely,



Eric Filseth  
Mayor, City of Palo Alto

## Calendar No. 209

116TH CONGRESS } 1st Session }	SENATE	{ REPORT 116-109
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### TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2020

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SEPTEMBER 19, 2019.—Ordered to be printed

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Ms. COLLINS, from the Committee on Appropriations, submitted the following

### REPORT

[To accompany S. 2520]

The Committee on Appropriations reports the bill (S. 2520) making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2020, and for other purposes, reports favorably thereon and recommends that the bill do pass.

#### *Amounts of new budget (obligational) authority for fiscal year 2020*

Total of bill as reported to the Senate .....	\$74,293,000,000
Amount of 2019 appropriations .....	76,850,542,000
Amount of 2020 budget estimate .....	58,468,905,000
Bill as recommended to Senate compared to—	
2019 appropriations .....	– 2,557,542,000
2020 budget estimate .....	+ 15,824,095,000

*Terminal Aerodrome Forecasts.*—The Committee is aware of concerns brought forward by Part 121 supplemental operators regarding FAA’s decision in 2016 to require terminal aerodrome forecasts [TAFs], which are not available in most of Alaska. While the FAA occasionally changes its guidance related to flight operations to improve the overall safety of our nation’s airspace, the decision to require TAFs appears to have been made without stakeholder engagement, was contrary to the extant regulations, and led to unanticipated grounding of certain flight operations. As a result, Congress included a provision in the FAA Reauthorization Act of 2018 to provide alternate criteria for airports without such forecasts. The Committee reminds the FAA that operation specifications, policies, or guidance documents are not law, and do not trump regulations that have been promulgated through the rulemaking process. The Committee believes that the FAA should ensure that any operation specification, policy, or guidance document that is more restrictive than, or requires procedures that are not expressly stated in regulations, are based on a need for safety.

*Aviation Events.*—The Committee directs the FAA to use existing resources to provide air traffic control and safety support services at major aviation events hosted annually for the general aviation community. These services are paid for using the aviation fuel excise tax collected from general aviation users. The Committee directs the FAA to use appropriate resources to maintain the safe and efficient movement of aircraft based on projected airspace congestion at major aviation events.

*Contracting.*—The Committee is concerned that while the FAA surpasses government averages for key performance acquisition metrics, the FAA has made limited progress in reducing the number of no-bid or sole source contracts awarded. Consistent with recommendations from the OIG report ZA–2016–065, the Committee directs the FAA to establish and implement actions to reduce the use of sole-source contracting, including the use of performance measures. Further, the Committee directs the FAA to provide a report to the House and Senate Committees on Appropriations outlining these performance measures and providing the number and percentage of contracts awarded through the no-bid process, as well as the amount of those no-bid contracts that meet OMB requirements for such contracts.

*Noise and Community Outreach.*—The Committee directs the FAA to improve the development of flight procedures in ways that will give fair consideration to public comment and reduce noise through procedure modification and dispersion to reduce the impact on local communities. The FAA should utilize state-of-the-art technologies, metrics, and methodologies to measure actual noise at ground level experienced in communities affected by flight paths and not rely solely on computer modeling or other theoretical measures. The FAA should give high priority to evaluating where increased noise levels disrupts homes and businesses, and threatens public health, and should provide appropriate resources to regional offices to work with local communities to meet this objective. The Committee directs the FAA to provide a report to the House and Senate Committees on Appropriations within 90 days of enactment of this act that details the efforts made by the FAA during the last

two fiscal years to comply with Committee's directives on this topic. The report must include detailed information on specific locations that have been reevaluated using the requested methodologies, the number of flight paths that have been altered as a result of that testing and community input, the number of properties that have been purchased, and any other mitigation efforts undertaken by the FAA.

*Pilot Medical Certifications.*—The Committee supports the FAA's Aeromedical Office's work to ensure commercial pilots with medical conditions can fly safely. Under FAA regulations, insulin-dependence is a disqualifying condition, but the FAA issues special third-class medical certificates to private pilots who are insulin-dependent. The FAA guidance for Aviation Medical Examiners requires first and second class applicants to be evaluated on a case-by-case basis by the Federal Air Surgeon's Office, but the FAA has never granted any special issuance medical certificates for first or second class pilots. The Committee directs the FAA to report on the number of airline pilots that held 1st class medical certification that applied for a special issuance medical certificate for insulin dependency, the number who have received these special issuance certificates, the number who have been denied these special issuance certificates, and the methodology used to determine which special issuance applications have been approved and denied.

*Veteran's pilot training grant program.*—The Committee recognizes the importance of an adequate future supply of qualified pilots, particularly for rural access to air service. The Committee encourages the FAA to use up to \$1,000,000 for competitive grants to part 141 pilot schools that have established employment pathways with part 121 or part 135 commercial air carriers to provide flight training services to veterans. Grants should be used to recruit and enroll veterans for flight training services, provide flight training services to veterans enrolled, and to provide applicable program tuition, training materials, and equipment in coordination with veterans' education benefits. The FAA is directed to submit a report to the House and Senate Committees on Appropriations on implementation of this program, how the FAA will use these funds, and any potential challenges, within 60 days of enactment of this act.

*Cybersecurity Training.*—As the aviation industry continues to make technological advances in aviation, the Committee recognizes that cyber-attacks will require innovations in artificial and human intelligence to respond to these cyber threats and attacks. The Committee encourages the FAA to work with higher education institutions on ways to prevent, detect and respond to cyber threats and cyber-attacks on our air traffic navigation and control systems.

*Commercial Space.*—The FAA recently released a Notice of Proposed Rulemaking [NPRM] to reform the current prescriptive launch and reentry regulations. Prior to drafting the rulemaking, the FAA convened an Aviation Rulemaking Committee [ARC] consisting of both traditional and emerging commercial space companies. However, the draft rule does not include relevant language approved by a majority of ARC members, and as a result, the proposed rule fails to implement a streamlined and performance based approach to regulating an industry whose continued growth and innovation is critical to national security and civilian space explo-

