

FAA Update from the Great Lakes Regional Administrator

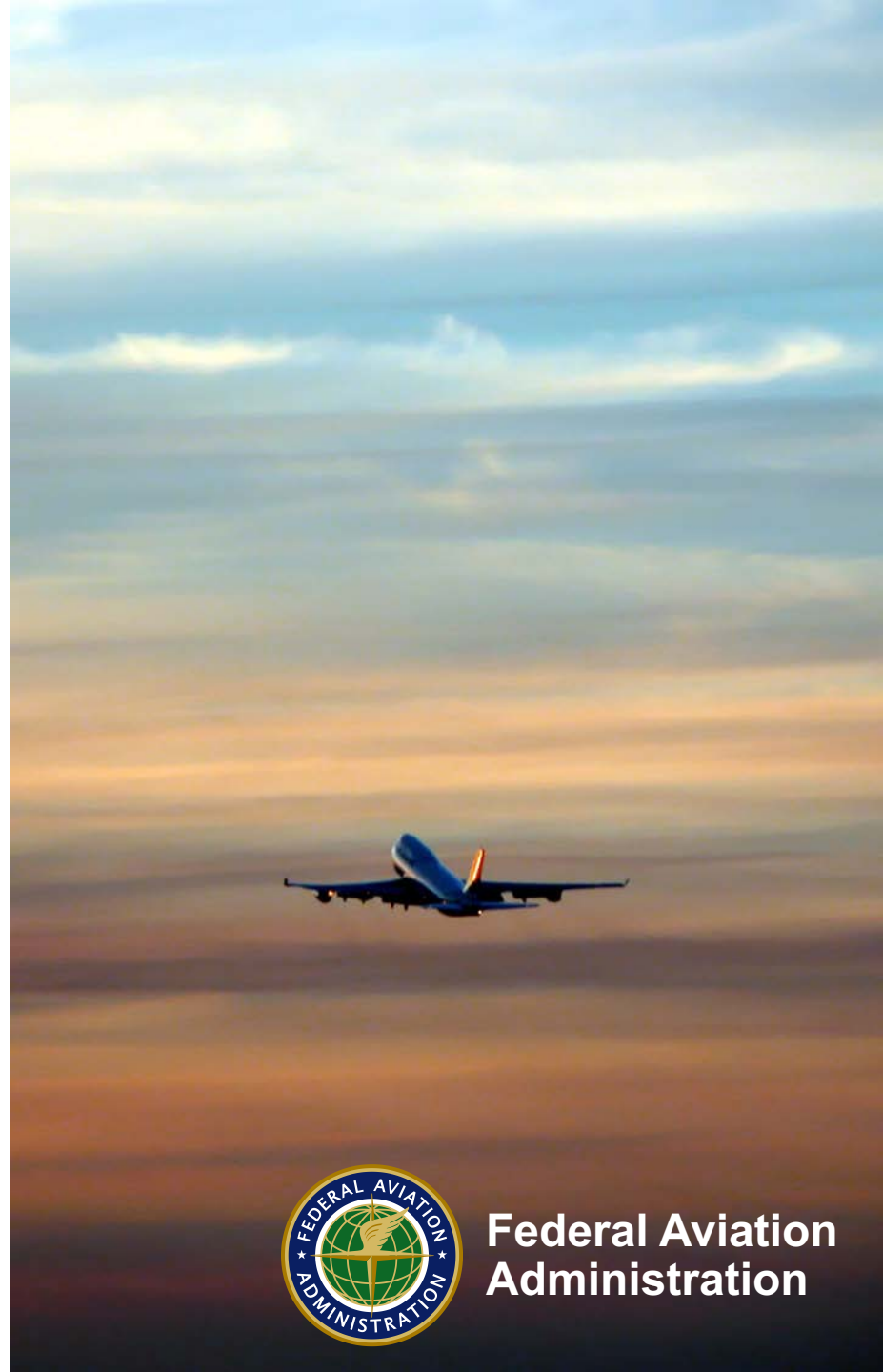
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**Federal Aviation
Administration**



FAA Reauthorization

On October 5, 2018, President Trump signed into law the FAA Reauthorization Act of 2018 (H.R. 302, Pub. L. 115-254).

- Provides a five-year authorization of FAA programs (2019-2023).
- The bill received strong bipartisan support in the House and Senate (under suspension of the rules in the House and on a 93-6 vote in the Senate).
- The bill is the first significant multi-year reauthorization since 2012 and the longest FAA bill enacted since 1982.



IMPLEMENTATION

There are over 350 specific deliverables the Department is keeping track of.

Over 200 of these deliverables are due before the end of 2019.

Additional actions required of DOT as well as dozens of GAO and IG actions the Agency will need to support.



FAA Priorities for the Administration

Creating a Stronger Infrastructure

Maintaining American Leadership in Innovation

Regulatory Relief



Creating a Stronger Infrastructure

Airport Improvement Program (AIP) 2018-2020 Supplemental Appropriation

Provided the Federal Aviation Administration's (FAA)
Airport Improvement Program (AIP) an additional
\$1 billion in discretionary grants.



Maintaining American Leadership in Innovation

UAS –Recent Rulemaking

External Marking Requirement for Small Unmanned Aircraft

- Interim Final Rule- Requiring small drone owners to display the FAA-issued registration number on an outside surface of the aircraft.
- Effective on February 25, must be in place for any flight after that date.
- Comments must be received on or before March 15, 2019.
- Submit comments at <http://www.regulations.gov> and search for “RIN 2120-AL32.”

Operation of Small Unmanned Aircraft Systems Over People

- Notice of Proposed Rulemaking- To allow operations of small unmanned aircraft over people in certain conditions and operations at night without obtaining a waiver.
- Comment period ended April 15, 2019.
- Proposed Rule can be located at 84 FR 3856.

Safe and Secure Operations of Small Unmanned Aircraft Systems

- Advance Notice of Proposed Rulemaking (ANPRM)-Considering additional rulemaking in response to public safety and national security concerns associated with the ongoing integration of UAS.
- Comment period ended April 15, 2019.
- Proposed Rule can be located at 84 FR 3732.



UAS TRAFFIC MANAGEMENT (UTM)



Enabling Civilian Low-altitude Airspace and Unmanned Aircraft System Operations



Federal Aviation
Administration

Counter UAS

- The 2018 FAA Reauthorization includes the Administration's proposal to provide authority to the DHS and DOJ to engage in counter UAS activities.
- The FAA continues to engage with our security partners to refine interagency security requirements for counter-UAS.
- The FAA is working with federal partners and engaging with airport operators to assist in planning for response to the presence of unauthorized UAS



UAS Detection Equipment on or near an Airport: *Guidance for Airport Operators :*

Contact local ADO

Evaluated on a case-by-case basis

Further guidance is being developed



Regulatory Relief-

Commitment to Regulatory Reform



Passenger Facility Charge

Authorization to assess PFC of \$4.00 or \$4.50

- Significant contribution test at mid- and large-hub airports is removed
- Project may reasonably be expected to be eligible for AIP funds. (Section 121)

Non-hub pilot program expanded to include all PFC eligible airports (requires rulemaking). (Section 121)



Airport Improvement Program

- **Allows limited community use of airport land without invoking a revenue diversion violation. (Section 131)**
- **Amends airport privatization rules by:**
 - Removing the limit on participating airports, and
 - Allowing partial privatization. (Section 160)
- **Limits the requirement for an FAA approval of ALP revisions prior to an airport alteration. FAA will now only review those proposals that:**
 - *Materially impact* the safe and efficient operation of aircraft (including to people on the ground near the airport), or
 - *Significantly adversely affect* the value of prior FAA investments. (Section 163)



