

## FAA Reauthorization Act Passes with Key Rothman-Backed Provisions to Decrease Noise around Teterboro

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### FAA Reauthorization Act Passes with Key Rothman-Backed Provisions to Decrease Noise around Teterboro Airport

(Washington, DC)â€”Congressman Steve Rothman (D-NJ) this month voted for the Federal Aviation Administration (FAA) Reauthorization Act of 2007 (H.R.2881), which passed the House of Representatives by a vote of 267 to 151 on September 20, 2007. The legislation includes a number of key provisions that Rep. Rothman sought to improve the quality of life for residents living around Teterboro Airport.

Most notably, the bill bans Stage 2 noisy aircraft nationwide, phasing them out over the next five years, retains Rothman's ban on scheduled service at Teterboro Airport that was in the last FAA authorization bill, and allows for increased funding for noise mitigation studies (\$5 million). Rothman was able to secure the higher funding level thanks in part to his position on the Science and Technology Committee, which has jurisdiction over the FAA's Research and Development budget.

"There are a lot of good provisions in this legislation, which will go a long way toward addressing the noise and safety concerns of those living near airports. At Teterboro Airport, for example, Stage 2 noisy aircraftâ€”jets built with the oldest, loudest engines still in useâ€”are responsible for about 90% of noise complaints yet are a tiny fraction of the fleet. Getting rid of them once and for all will be a major victory," said Rothman.

H.R.2881 also authorizes historic funding increases for the FAA's capital improvement programs. In particular, the bill provides \$15.8 billion for the Airport Improvement Program (AIP), over \$4 billion more than the Administration's proposal. Airports use AIP funds to make needed safety improvements, such as the installation of arrestor beds on Runways 624 and 119 at Teterboro. AIP funds are also used for school soundproofing initiatives. To date, over \$24.7 million in AIP grants have helped soundproof schools near Teterboro and Newark Airports.

In addition, the legislation authorizes \$13 billion to modernize the FAA's aging air traffic control system, which would enable the agency to make repairs, replace existing facilities and equipment with newer technology, and implement high-priority safety-related systems. These changes can also have a positive effect on noise levels by ultimately allowing air traffic to climb and descend at steeper rates thereby spending less time at lower altitudes closer to homes, schools and businesses.

Rothman is a long-time advocate of a national aviation policy that balances the need to alleviate air traffic delays with the need to improve the quality of life of residents who live near airports and under flight paths. In October 2006, he brokered an historic agreement between operators at Teterboro Airport, four national trade associations, and the Port Authority of New York & New Jersey. Under this Pledge to the Community Program, those involved will follow and enforce a voluntary pledge to eliminate the loudest jets at the airport, create a curfew on flights between 11:00 pm and 6:00 am, keep heavy planes from ever operating at the airport, and improve safety and security.

To date, this agreement has 205 signatories, accounting for approximately 55% of the total operations at Teterboro. A comparison of data from the second quarter of 2007 with the same quarter last year shows that the pledge has resulted in a 12% reduction in Stage II operations, an 11% reduction in nighttime operations, and a 19% decrease in the number of registered noise complaints. The Congressman has stated that if progress under this voluntary agreement does not continue, then he is prepared to consider all other options.

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