

[STAFF WORKING DRAFT]

AUGUST 3, 2001
107TH CONGRESS
1ST SESSION

S. 633

[Report No. 107-]

To provide for the review and management of airport congestion, and for other purposes.

IN THE SENATE OF THE UNITED STATES

MARCH 27, 2001

Mrs. HUTCHISON (for herself and Mr. ROCKEFELLER) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

SEPTEMBER —, 2001

Reported by Mr. HOLLINGS with an amendment in the nature of a substitute
[Strike out all after the enacting clause and insert the part printed in italic]

A BILL

To provide for the review and management of airport congestion, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

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August 3, 2001 (3:37 p.m.). S 633 RS

[ORIGINAL TEXT OMITTED] 1

SECTION 1. SHORT TITLE. 2

This Act may be cited as the “Aviation Delay Prevention Act ”.4

SEC. 2. TABLE OF SECTIONS. 5

The table of sections for this Act is as follows:6

Sec. 1. Short title.

Sec. 2. Table of sections.

Title I —Aviation Delay Prevention

Sec. 101. Definitions.

Sec. 102. DOT study and report.

Sec. 103. Delay reduction meetings.

Sec. 104. Chief operating officer.

Sec. 105. Passenger facility fee definitional changes.

Sec. 106. DOT rulemaking to define on-time departure.

Sec. 107. Construction of air traffic control towers.

Sec. 108. Air quality standards report.

Sec. 109. Special rule for airport in Illinois.

Sec. 110. Categorical exclusions.

Sec. 111. Alternatives analysis.

Sec. 112. Elimination of duplicative requirements.

Title II —National Capacity Projects

Sec.201.Findings.

Sec.202.National capacity projects.

Sec.203.Increase in apportionment for,and flexibility of,noise compatibility planning programs.

Sec.204.Secretary of Transportation to identify airport congestion-relief projects and forecast airport operations annually.

Sec.205.Quarterly status reports.

TITLE I—AVIATION DELAY PREVENTION

SEC. 101. DEFINITIONS.

In this title:

(1)AIR CARRIER.—The term “air carrier ”has the meaning given that term in section 40102(a)(2) of title 49,United States Code.

(2)ENPLANEMENT.—The term “enplanement ”means the annual number of passenger enplanements,

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August 3, 2001 (3:37 p.m.).

S 633 RS

as determined by the Secretary of Transportation, based on the most recent data available.

(3)LARGE HUB AIRPORT.—The term “large hub airport ”has the meaning given that term in section 47134(d)(2)of title 49,United States Code.

(4)OVERSCHEDULING.—The term “over-6 scheduling ”means the practice by an air carrier or air carriers of scheduling the time for the departure of flights at an airport in excess of the number of flights that the airport can accommodate for departure at that time.

(5)SECRETARY.—The term “Secretary ”means the Secretary of Transportation.

SEC. 102. DOT STUDY AND REPORT.

(a)IN GENERAL.—Not later than the date that is 1 year after the date of enactment of this Act,and each year thereafter for 5 years,the Secretary shall complete a review and report to the Committee on Commerce,Science,and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives regarding air carrier overscheduling and air carrier scheduling practices,including flight cancellations for eco-

*conomic reasons at large hub airports.*²³

*(b) COPE OF REVIEW AND REPORT.—The review and*²⁴
*report described in subsection (a) shall—*²⁵

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August 3, 2001 (3:37 p.m.).⁴

S 633 RS

*(1) take into account the findings and conclu-*¹
*sions contained in the Federal Aviation Administra-*²
*tion's Airport Capacity Benchmark Report 2001; and*³
*(2) include an analysis of the congestion mitiga-*⁴
*tion authority of the Secretary and recommenda-*⁵
*tions for providing the Secretary with additional authority*⁶
*to alleviate airport congestion and overscheduling and*⁷
*to expedite construction related to the expansion of*⁸
*airport capacity.*⁹

*SEC. 103. DELAY REDUCTION MEETINGS.*¹⁰

*(a) IN GENERAL.—Subchapter I of chapter 417 of title*¹¹
*49, United States Code, is amended by adding at the end*¹²
*the following new section:*¹³

*“§ 41723. Delay reduction actions*¹⁴

*“(a) DELAY REDUCTION MEETINGS.—*¹⁵

*“(1) SCHEDULING REDUCTION MEETINGS.—The*¹⁶
*Secretary of Transportation may request that air car-*¹⁷
*riers meet with the Administrator of the Federal*¹⁸
*Aviation Administration to discuss flight reductions*¹⁹
*at severely congested airports to reduce overscheduling*²⁰
*and flight delays during hours of peak operation if—*²¹

*“(A) the Administrator of the Federal Avia-*²²
*tion Administration determines that it is nec-*²³
*essary to convene such a meeting; and*²⁴

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August 3, 2001 (3:37 p.m.).⁵

S 633 RS

*“(B) the Secretary determines that the*¹
*meeting is necessary to meet a serious transpor-*²
*tation need or achieve an important public ben-*³
*efit.*⁴

*“(2) MEETING CONDITIONS.—Any meeting under*⁵
*paragraph (1)—*⁶

*“(A) shall be chaired by the Administrator;*⁷

*“(B) shall be open to all scheduled air car-*⁸

riers;and 9

“(C)shall be limited to discussions involv-10
ing the airports and time periods described in 11
the Administrator ’s determination.12

“(3)FLIGHT REDUCTION TARGETS.—Before any 13
such meeting is held,the Administrator shall establish 14
flight reduction targets for the meeting and notify the 15
attending air carriers of those targets not less than 48 16
hours before the meeting.17

“(4)DELAY REDUCTION OFFERS.—An air car-18
rier attending the meeting shall make any delay re-19
duction offer to the Administrator rather than to an-20
other carrier.21

“(5)TRANSCRIPT.—The Administrator shall en-22
sure that a transcript of the meeting is kept and 23
made available to the public not later than 3 business 24
days after the conclusion of the meeting.25

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August 3, 2001 (3:37 p.m.).6

S 633 RS

“(b)TORMY WEATHER AGREEMENTS LIMITED EX-1
EMPTION.—2

“(1)IN GENERAL.—The Secretary may establish 3
a program to authorize by order discussions and 4
agreements between 2 or more air carriers for the 5
purpose of reducing flight delays during periods of in-6
clement weather.7

“(2)REQUIREMENTS.—An authorization issued 8
under paragraph (1)—9

“(A)may only be issued by the Secretary 10
after a determination by the Federal Aviation 11
Administration that inclement weather is likely 12
to adversely and directly affect capacity at an 13
airport for a period of at least 3 hours;14

“(B)shall apply only to discussions and 15
agreements concerning flights directly affected by 16
the inclement weather;and 17

“(C)shall remain in effect for a period of 18
24 hours.19

“(3)PROCEDURE.—The Secretary shall establish 20

*procedures within 30 days after such date of enactment for —*21

*“(A)filing requests for an authorization under paragraph (1);*23

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August 3, 2001 (3:37 p.m.). 7

S 633 RS

*“(B)participation under paragraph (5)by representatives of the Department of Transportation in any meetings or discussions held pursuant to such an order;and*4

*“(C)the determination by the Federal Aviation Administration about the impact of inclement weather.*7

*“(4)COPY OF PARTICIPATION REQUEST FILED WITH SECRETARY.—Before an air carrier may request an order under paragraph (1),it shall file a request with the Secretary,in such form and manner as the Secretary may prescribe,to participate in the program established under paragraph (1).*13

*“(5)DOT PARTICIPATION.—The Secretary shall ensure that the Department is represented at any meetings authorized under this subsection.*16

*“(c)EXEMPTION AUTHORIZED.—When the Secretary finds that it is required by the public interest,the Secretary,as part of an order issued under subsection (b)(1),shall exempt a person affected by the order from the antitrust laws to the extent necessary to allow the person to proceed with the activities approved in the order.*22

*“(d)ANTITRUST LAWS DEFINED.—In this section,the term ‘antitrust laws ’has the meaning given that term in the first section of the Clayton Act (15 U.S.C. 12).*25

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August 3, 2001 (3:37 p.m.). 8

S 633 RS

*“(e)UNSET.—The authority of the Secretary to issue an order under subsection (b)(1)of this section expires at the end of the 2-year period that begins 45 days after the date of enactment of the Aviation Delay Prevention Act. The Secretary may extend the 2-year for an additional 2 years if the Secretary determines that such an extension is*6

necessary and in the public interest. The Secretary shall 7
notify the Senate Committee on Commerce, Science, and 8
Transportation, and to the House of Representatives Com-9
mittee on Transportation and Infrastructure of any such 10
extension.”.11

(b) CONFORMING AMENDMENT.—The chapter analysis 12
for chapter 417, of title 49, United States Code, is amended 13
by inserting after the item relating to section 41722 the fol-14
lowing new item:15

“41723. Delay reduction actions.”.

SEC. 104. CHIEF OPERATING OFFICER. 16

Section 106(r)(2) of title 49, United States Code, is 17
amended to read as follows:18

“(2) COMPENSATION.—The Chief Operating Offi-19
cer shall be paid at an annual rate of basic pay de-20
termined by the Secretary of Transportation before 21
the appointment and without regard to any other 22
provision of law. The Chief Operating Officer shall be 23
subject to the post-employment provisions of section 24
207 of title 18 as if the position of Chief Operating 25

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August 3, 2001 (3:37 p.m.). 9

S 633RS

Officer were described in section 207(c)(2)(A)(i) of 1
that title.”.2

SEC. 105. PASSENGER FACILITY FEE DEFINITIONAL 3
CHANGES. 4

Section 40117(a) of title 49, United States Code, is 5
amended —6

(1) by striking paragraph (3)(F) and inserting 7
the following:8

“(F) A project for constructing gates and 9
related areas at which passengers board or exit 10
aircraft.11

“(G) In the case of a project required to en-12
able air service by a competing air carrier at a 13
large hub airport (as defined in section 41731):14

“(i) A project for constructing gates 15
and related areas may include structural 16
foundations and floor systems, exterior 17
building walls and load-bearing interior 18

columns or walls, windows, door and roof
systems, building utilities (including heat-
ing, air conditioning, ventilation, plumb-
ing, and electrical service) above, below, and
within the footprint of the gates and related
areas.

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August 3, 2001 (3:37 p.m.).

S 633 RS

“(ii) Revenue-producing areas in the
remainder of the terminal building allocable
to the competing air carrier, and aircraft
fueling facilities adjacent to the gate, may
be included in an eligible airport-related
project to the extent the facilities to be con-
structed in such areas are for the basic ac-
commodation of air passengers and not for
general commercial retail sales, rental car
facilities, or passenger lodging. For pur-
poses of this clause, the determination of
what revenue-producing areas in the ter-
minal building are allocable to the com-
peting air carrier shall be based on the rela-
tionship that the square footage of the com-
peting air carrier’s gates and related areas
bears to the square footage of all gates and
related areas in the terminal building.”;

(2) by adding at the end the following:

“(6) **COMPETING AIR CARRIER.**—The term ‘com-
peting air carrier’ means an air carrier that
“(A) is initiating new air service or ex-
panding existing air service at a large hub air-
port (as defined in section 41731); and

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August 3, 2001 (3:37 p.m.).

S 633 RS

“(B) is not an air carrier described in sec-
tion 47106(f)(3)(B) at that airport.”.

SEC. 106. DOT RULEMAKING TO DEFINE ON-TIME DEPARTURE.

The Secretary of Transportation shall, by means of the rulemaking required by section 227 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, define the term “on-time departure”, as it relates to scheduled airline passenger flights. The rulemaking shall provide expedited procedures to ensure that it is concluded no later than 120 days after the date of enactment of this Act. The definition shall not include a flight that first becomes airborne more than 45 minutes after its scheduled departure time. The rule making shall set forth requirements for making accurate and timely information available to airline customers about the on-time status of flights.

SEC. 107. CONSTRUCTION OF AIR TRAFFIC CONTROL TOWERS. 17
ERS. 18

(a) IN GENERAL.—Section 47124(b) of title 49, United States Code, is amended by striking paragraph (4) and inserting the following: 21

“(4) CONSTRUCTION OF AIR TRAFFIC CONTROL TOWERS.— 23

“(A) IN GENERAL.—Notwithstanding any other provision of this subchapter, the Secretary 25

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August 3, 2001 (3:37 p.m.). 12

S 633RS

may provide grants under this subchapter to an airport sponsor for — 2

“(i) the construction or improvement of a nonapproach control tower; or 4

“(ii) the acquisition and installation of air traffic control equipment to be used in a nonapproach control tower that will assist in sustaining or improving the safe and efficient movement of air traffic. 9

“(B) ELIGIBILITY.—A sponsor shall be eligible for a grant under this paragraph if — 11

(i) the sponsor is a participant in the Federal Aviation Administration Contract Tower Program (as described in paragraph (3)(A)) or the pilot program established under paragraph (3); or 16

“(I) construction of a nonapproach control tower would qualify the sponsor to be eligible to participate in the Federal Aviation Administration Contract Tower Program or pilot program; and

“(ii) the sponsor agrees to fund not less than 10 percent of the cost of the activities receiving assistance under this paragraph.”

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August 3, 2001 (3:37 p.m.). 13

S 633 RS

“(C) PROJECT COSTS.—Grants under this paragraph shall be paid only from amounts made available to the sponsor under sections 47114(c)(1) and (d)(3)(A).”

“(D) FEDERAL SHARE.—The Federal share of the cost of construction of a nonapproach control tower under this paragraph may not exceed \$1,100,000.”

“(5) NON-APPROACH CONTROL TOWER DEFINED.—In this subsection, the term ‘nonapproach control tower’ has the meaning given such term in Federal Aviation Administration Order 7110.65 (as in effect on the date of enactment of the Aviation Delay Prevention Act) and the Aeronautical Information Manual (as in effect on such date of enactment).”

(b) CONFORMING AMENDMENT.—Section 47124(b)(3) of such title is amended by striking “Level I air traffic control towers, as defined by the Secretary,” and inserting “nonapproach control towers”.

SEC. 108. AIR QUALITY STANDARDS REPORT. 21

(a) NATIONAL ACADEMY OF SCIENCES.—In conducting the study required by section 725 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, the National Academy of Sciences shall work with the Di-

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August 3, 2001 (3:37 p.m.). 14

S 633 RS

rector of the Centers for Disease Control and Prevention in 1

considering the actual measurements of contaminants of concern (as defined by the National Academy of Sciences in conjunction with the Centers).⁴

(b)REPORT.—The Administrator of the Federal Aviation Administration shall report the results of the study carried out under section 725 of that Act to the Senate Committee on Commerce, Science, and Transportation and the House of Representatives Committee on Transportation and Infrastructure no later than January 31, 2002.¹⁰

SEC. 109. SPECIAL RULE FOR AIRPORT IN ILLINOIS. ¹¹

(a)IN GENERAL.—Nothing in this Act shall be construed to preclude the application of any provision of this Act to the State of Illinois or any other sponsor of a new airport proposed to be constructed in the State of Illinois.¹⁵

(b)AUTHORITY OF THE GOVERNOR.—Nothing in this Act shall be construed to preempt the authority of the Governor of the State of Illinois as of August 1, 2001, to approve or disapprove airport development projects.¹⁹

SEC. 110. CATEGORICAL EXCLUSIONS. ²⁰

Not later than 30 days after the date of enactment of this Act, the Secretary of Transportation shall report to the Senate Committee on Commerce, Science, and Transportation on the categorical exclusions currently recognized and provide a list of proposed additional categorical exclu-²⁵

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August 3, 2001 (3:37 p.m.). ¹⁵

S 633RS

sions from the requirement that an environmental assessment or an environmental impact statement be prepared under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) for projects at airports. In determining the list of additional proposed categorical exclusions, the Secretary shall include such other projects as the Secretary determines should be categorically excluded in order to ensure that Department of Transportation environmental staff resources are not diverted to lower priority tasks and are available to expedite the environmental reviews of airport capacity enhancement projects at congested airports.¹¹

SEC. 111. ALTERNATIVES ANALYSIS. ¹²

(a)NOTICE REQUIREMENT.—Not later than 30 days ¹³

after the date on which the Secretary of Transportation 14 identifies an airport capacity enhancement project at a 15 congested airport under section 47171(c) of title 49, United 16 States Code, the Secretary shall publish a notice in the Fed-17 eral Register requesting comments on whether reasonable al-18 ternatives exist to the project.19

(b) CERTAIN REASONABLE ALTERNATIVES DE-20

FINED.—For purposes of this section, an alternative shall 21 be considered reasonable if —22

(1) the alternative does not create an unreason-23 able burden on interstate commerce, the national 24 aviation system, or the navigable airspace;25

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August 3, 2001 (3:37 p.m.). 16

S 633RS

(2) the alternative is not inconsistent with main-1 taining the safe and efficient use of the navigable air-2 space;3

(3) the alternative does not conflict with a law 4 or regulation of the United States;5

(4) the alternative would result in at least the 6 same reduction in congestion at the airport or in the 7 national aviation system as the proposed project; and 8

(5) in any case in which the alternative is a pro-9 posed construction project at an airport other than a 10 congested airport, firm commitments to provide such 11 alternate airport capacity exists, and the Secretary 12 determines that such alternate airport capacity will 13 be available no later than 4 years after the date of the 14 Secretary's determination under this section.15

(c) COMMENT PERIOD.—The Secretary shall provide 16 a period of 60 days for comments on a project identified 17 by the Secretary under this section after the date of publica-18 tion of notice with respect to the project.19

(d) DETERMINATION OF EXISTENCE OF REASONABLE 20

ALTERNATIVES.—Not later than 90 days after the last day 21 of a comment period established under subsection (c) for 22 a project, the Secretary shall determine whether reasonable 23 alternatives exist to the project. The determination shall be 24 binding on all persons, including Federal and State agen-25

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August 3, 2001 (3:37 p.m.). 17

S 633 RS

*cies, acting under or applying Federal laws when consid-1
ering the availability of alternatives to the project.2*

*(e) LIMITATION ON APPLICABILITY.—This section does 3
not apply to —4*

*(1) any alternatives analysis required under the 5
National Environmental Policy Act of 1969 (42 6
U.S.C. 4321 et. seq.); or 7*

*(2) a project at an airport if the airport sponsor 8
requests, in writing, to the Secretary that this section 9
not apply to the project.10*

SEC. 112. ELIMINATION OF DUPLICATIVE REQUIREMENTS. 11

*(a) IN GENERAL.—Section 47106(c)(1) of title 49,12
United States Code, is amended —13*

*(1) by inserting “and ” after “project;” in sub-14
paragraph (A);15*

(2) by striking subparagraph (B); and 16

*(3) by redesignating subparagraph (C) as sub-17
paragraph (B).18*

*(b) CONFORMING AMENDMENTS.—Section 47106(c) of 19
such title is amended —20*

(1) by striking paragraph (4);21

*(2) by redesignating paragraph (5) as para-22
graph (4); and 23*

*(3) by striking “(1)(C)” in paragraph (4), as re-24
designated, and inserting “(1)(B)”.25*

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August 3, 2001 (3:37 p.m.). 18

S 633 RS

TITLE II—NATIONAL CAPACITY 1

PROJECTS 2

SEC. 201. FINDINGS. 3

The Congress finds the following:4

*(1) The National Airspace System safely handles 5
over 200,000 take-offs and landings each day.6*

*(2) Last year, over 670 million passengers travel 7
by commercial air carriers. Within the next 10 years,8
it is forecast that 1 billion passengers will be served 9
within the national airspace system.10*

(3) While there has been a dramatic growth in 11 commercial air traffic, the infrastructure has not 12 grown in the same manner. There is no easy solution 13 to expand our aviation system. Runway construction 14 underway today at many airports will be beneficial. 15 At a number of the most severely congested airports, 16 such as LaGuardia and Newark, no plans for capac- 17 ity expansion are currently underway. Other capacity 18 measures will be needed. As a result, we are experi- 19 encing severe congestion in our Nation's skyways. 20

(4) At 15 of the Nation's top 31 airports, run- 21 way construction or other major capacity programs 22 are already underway. These projects are critical 23 steps, but by themselves are not sufficient to expand 24

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August 3, 2001 (3:37 p.m.). 19

S 633 RS

capacity adequately to meet current and projected 1 needs. 2

(5) New airport construction and new runway 3 construction projects are local decisions that are sup- 4 ported by the Federal government through the Airport 5 Improvement Program and other programs. Given the 6 importance of air travel to our economy, however, it 7 is critical that the Federal government do all it can 8 to facilitate expansion. 9

(6) To facilitate the construction of projects at 10 our Nation's airports or for the construction of new 11 airports which will substantially relieve congestion in 12 the air, the Federal government must direct airport 13 sponsors and work with surrounding local commu- 14 nities to better use Federal grants to provide not only 15 for construction but to provide a more effective means 16 of mitigation of the increased capacity and traffic at 17 the airports. 18

SEC. 202. NATIONAL CAPACITY PROJECTS. 19

(a) IN GENERAL.—Part B of subtitle VII of title 49, 20 United States Code, is amended by adding at the end the 21 following. 22

“CHAPTER 477. NATIONAL CAPACITY PROJECTS

“47701. Capacity enhancement

"47702.Designation of national capacity projects
"47703.Coordinated environmental review process
"47704.Compatible land use initiative for national capacity projects
"47705.Air traffic procedures at national capacity projects
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August 3, 2001 (3:37 p.m.).20

S 633 RS

"47706.Pilot program for environmental review at national capacity projects

"47707.Definitions

"§ 47701. Capacity enhancement 1

"(a)IN GENERAL.—Within 30 days after the date of 2
enactment of the Aviation Delay Prevention Act,the Sec-3
retary of Transportation shall identify those airports 4
among the 31 airports covered by the Federal Aviation Ad-5
ministration 's Airport Capacity Benchmark Report 2001 6
with delays that significantly affect the national air trans-7
portation system.8

"(b)TASK FORCE;CAPACITY ENHANCEMENT 9

TUDY.—10

"(1)IN GENERAL.—The Secretary shall direct 11
any airport identified by the Secretary under sub-12
section (a)that is not engaged in a runway expan-13
sion process and has not initiated a capacity en-14
hancement study (or similar capacity assessment)15
since 1996 —16

"(A)to establish a delay reduction task 17
force to study means of increasing capacity at 18
the airport,including air traffic,airline sched-19
uling,and airfield expansion alternatives;or 20

"(B)to conduct a capacity enhancement 21
study.22

"(2)COPE.—The scope of the study shall be de-23
termined by the airport and the Federal Aviation Ad-24

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August 3, 2001 (3:37 p.m.).21

S 633 RS

ministration,and where appropriate shall consider 1
regional capacity solutions.2

"(3)RECOMMENDATIONS SUBMITTED TO SEC-3
RETARY.—4

"(A)TASK FORCE.—A task force established 5
under this subsection shall submit a report con-6
taining its findings and conclusions,together 7

with any recommendations for capacity enhance-8
ment at the airport, to the Secretary within 99
months after the task force is established.10

“(B)CES.—A capacity enhancement study 11
conducted under this subsection shall be sub-12
mitted, together with its findings and conclu-13
sions, to the Secretary as soon as the study is 14
completed.15

“(C)RUNWAY EXPANSION AND RECONFIGURATION.—16
If the report or study submitted under subsection (b)(3)in-17
cludes a recommendation for the construction or reconfig-18
uration of runways at the airport, then the Secretary and 19
the airport shall complete the planning and environmental 20
review process within 5 years after report or study is sub-21
mitted to the Secretary. The Secretary may extend the 5-22
year deadline under this subsection for up to 1 year if the 23
Secretary determines that such an extension is necessary 24
and in the public interest. The Secretary shall notify the 25

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August 3, 2001 (3:37 p.m.).22

S 633 RS

Senate Committee on Commerce, Science, and Transpor-1
tation, and to the House of Representatives Committee on 2
Transportation and Infrastructure of any such extension.3

“(d)AIRPORTS THAT DECLINE TO UNDERTAKE EX-4
PANSION PROJECTS.—5

“(1)IN GENERAL.—If an airport at which the 6
construction or reconfiguration of runways is rec-7
ommended does not take action to initiate a planning 8
and environmental assessment process for the con-9
struction or reconfiguration of those runways within 10
30 days after the date on which the report or study 11
is submitted to the Secretary, then —12

“(A)the airport shall be ineligible for plan-13
ning and other expansion funds under sub-14
chapter I of chapter 471, notwithstanding any 15
provision of that subchapter to the contrary;16

“(B)no passenger facility fee may be ap-17
proved at that airport operator during the 5-18
year period beginning 30 days after the date on 19

which the report or study is submitted to the Secretary, for —

“(i) projects that, but for subparagraph (A), could have been funded under chapter 471; or

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August 3, 2001 (3:37 p.m.).

S 633 RS

“(ii) any project other than on-airport airfield-side capacity or safety-related projects.

“(2) SAFETY-RELATED AND ENVIRONMENTAL PROJECTS EXCEPTED.—Paragraph (1) does not apply to the use of funds for safety-related, security, or environment projects.

“(e) AIRPORTS THAT TAKE ACTION.—The Secretary shall take all actions possible to expedite funding and provide options for funding to any airport undertaking runway construction or reconfiguration projects in response to recommendations by its task force.

“§ 47702. Designation of national capacity projects

“(a) IN GENERAL.—In response to a petition from an airport sponsor, or in the case of an airport on the list of airports covered by the Federal Aviation Administration’s Airport Capacity Benchmarks study, the Secretary of Transportation may designate an airport development project as a national capacity project if the Secretary determines that the project to be designated will significantly enhance the capacity of the national air transportation system.

“(b) DESIGNATION TO REMAIN IN EFFECT FOR 5 YEARS.—The designation of a project as a national capacity project under paragraph (1) shall remain in effect for

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August 3, 2001 (3:37 p.m.).

S 633 RS

5 years. The Secretary may extend the 5-year period for up to 2 additional years upon request if the Secretary finds that substantial progress is being made toward completion of the project.

“§ 47703. Expedited coordinated environmental re-

view process; project coordinators and environment impact teams. 6
7

“(a)IN GENERAL.—The Secretary of Transportation shall implement an expedited coordinated environmental review process for national capacity projects that — 8
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“(1)provides for better coordination among the Federal, regional, State, and local agencies concerned with the preparation of environmental impact statements or environmental assessments under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.); 11
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“(2)provides for an expedited and coordinated process in the conduct of environmental reviews that ensures that, where appropriate, the reviews are done concurrently and not consecutively; and 17
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“(3)provides for a date certain for completing all environmental reviews. 21
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“(b)HIGH PRIORITY FOR AIRPORT ENVIRONMENTAL REVIEWS.—Each department and agency of the United States Government with jurisdiction over environmental re- 23
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August 3, 2001 (3:37 p.m.) 25

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views shall accord any such review involving a national capacity project the highest possible priority and conduct the review expeditiously. If the Secretary finds that any such department or agency is not complying with the requirements of this subsection, the Secretary shall notify the Senate Committee on Commerce, Science, and Transportation, and to the House of Representatives Committee on Transportation and Infrastructure immediately.* 1
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“(c)PROJECT COORDINATORS; EIS TEAMS.— 9

“(1)DESIGNATION.—For each project designated by the Secretary as a national capacity project under subsection (a) for which an environmental impact statement or environmental assessment must be filed, the Secretary shall — 10
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“(A) designate a project coordinator within the Department of Transportation; and 15
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“(B) establish an environmental impact 17

*team within the Department.*18

*“(2)FUNCTION.—The project coordinator and*19
*the environmental impact team shall —*20

*“(A)coordinate the activities of all Federal,*21
*State, and local agencies involved in the project;*22

“(B)to the extent possible, working with 23
Federal, State and local officials, reduce and 24

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August 3, 2001 (3:37 p.m.).26

S 633 RS
*eliminate duplicative and overlapping Federal,*1
*State, and local permit requirements;*2

*“(C)to the extent possible, eliminate dupli-*3
*cate Federal, State, and local environmental re-*4
view procedures; and 5

“(D)provide direction for compliance with 6
*all applicable Federal, State, and local environ-*7
*mental requirements for the project.*8

“§ 47704. Compatible land use initiative for national 9
capacity projects 10

“(a)IN GENERAL.—The Secretary of Transportation 11
may make grants under chapter 471 to States and units 12
*of local government for land use compatibility plans di-*13
rectly related to national capacity projects for the purposes 14
*of making the use of land areas around the airport compat-*15
ible with aircraft operations if the land use plan or project 16
*meets the requirements of this section.*17

“(b)CONDITIONS.—A land use plan or project meets 18
*the requirements of this section if it —*19

“(1)is sponsored by the public agency that has 20
the authority to plan and adopt land use control 21
measures, including zoning, in the planning area in 22
and around the airport and that agency provides 23
written assurances to the Secretary that it will work 24

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August 3, 2001 (3:37 p.m.).27

S 633 RS
with the affected airport to identify and adopt such 1
*measures;*2

“(2)does not duplicate, and is not inconsistent 3
*with, an airport noise compatibility program pre-*4

pared by an airport owner or operator under chapter 5
475 or with other planning carried out by the air-6
port.7

“(3)is subject to an agreement between the pub-8
lic agency sponsor and the airport owner or operator 9
that the development of the land use compatibility 10
plan will be done cooperatively;11

“(4)is consistent with the airport operation and 12
planning,including the use of any noise exposure 13
contours on which the land use compatibility plan-14
ning or project is based;and 15

“(5)has been approved jointly by the airport 16
owner or operator and the public agency sponsor.17

“(c)ASSURANCES FROM PONSORS.—The Secretary 18
may require the airport sponsor,public agency,or other 19
entity to which a grant may be awarded under this section 20
to provide such additional assurances,progress reports,and 21
other information as the Secretary determines to be nec-22
essary to carry out this section.23

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August 3, 2001 (3:37 p.m.).28

S 633RS

“§ 47705. Air traffic procedures at national capacity 1
projects 2

“(a)IN GENERAL.—The Secretary of Transportation 3
may consider prescribing flight procedures to avoid or min-4
imize potentially significant adverse noise impacts of the 5
project during the environmental planning process for a na-6
tional capacity project that involves the construction of new 7
runways or the reconfiguration of existing runways.If the 8
Secretary determines that noise mitigation flight procedures 9
are consistent with safe and efficient use of the navigable 10
airspace,then,at the request of the airport sponsor,the Ad-11
ministrators may,in a manner consistent with applicable 12
Federal law,commit to prescribing such procedures in any 13
record of decision approving the project.14

“(b)MODIFICATION.—Notwithstanding any commit-15
ment by the Secretary under subsection (a),the Secretary 16
may initiate changes to such procedures if necessary to 17
maintain safety and efficiency in light of new information 18

or changed circumstances.19

“§ 47706. *Pilot program for environmental review at 20 national capacity projects* 21

“(a) *IN GENERAL.—The Secretary of Transportation 22 shall initiate a 5-year pilot program funded by airport 23 sponsors —24*

“(1) *to hire additional fulltime-equivalent envi-25 ronmental specialists and attorneys, or 26*

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August 3, 2001 (3:37 p.m.).29

S 633 RS

“(2) *to obtain the services of such specialists and 1 attorneys from outside the United States Government, 2 to assist in the provision of an appropriate nation-3 wide level of staffing for planning and environmental 4 review of runway development projects for national 5 capacity projects at the Federal Aviation Administra-6 tion. 7*

“(b) *ELIGIBLE PARTICIPANTS.—Participation in the 8 pilot program shall be available, on a voluntary basis, to 9 airports with an annual passenger enplanement of not less 10 than 3 million passengers. The Secretary shall specify the 11 minimum contribution necessary to qualify for participa-12 tion in the pilot program, which shall be not less than the 13 amount necessary to compensate the Department of Trans-14 portation for the expense of a fulltime equivalent environ-15 mental specialist and attorney qualified at the GS-14 16 equivalent level. 17*

“(c) *RETENTION OF REVENUES.—The salaries and ex-18 penses account of the Federal Aviation Administration shall 19 retain as an offsetting collection such sums as may be nec-20 essary from such proceeds for the costs of developing and 21 implementing the program required by subsection (a). Such 22 offsetting collections shall be available for obligation subject 23 to the terms and conditions of the receiving appropriations 24 account, and shall be deposited in such accounts on a quar-25*

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August 3, 2001 (3:37 p.m.).30

S 633 RS

terly basis. Such offsetting collections are authorized to re-1 main available until expended for such purpose. 2

“§ 47707. *Definitions* 3

“In this chapter:4

“(1) NATIONAL CAPACITY PROJECT.—The term 5
‘national capacity project’ means a project designated 6
by the Secretary under section 44702.7

“(2) OTHER TERMS.—The definitions in section 8
47102 apply to any terms used in this chapter that 9
are defined in that section.”.10

(b) ADDITIONAL TAFF AUTHORIZED.—The Secretary 11
of Transportation is authorized to hire additional environ-12
mental specialists and attorneys needed to process environ-13
mental impact statements in connection with airport con-14
struction projects and to serve as project coordinators and 15
environmental impact team members under section 47703 16
of title 49, United States Code.17

(c) CLERICAL AMENDMENT.—The analysis for subtitle 18
VII of title 49, United States Code, is amended by inserting 19
after the item relating to section 475 the following:20

“477. National capacity projects47701 ”.

SEC. 203. INCREASE IN APPORTIONMENT FOR, AND FLEXI- 21
BILITY OF, NOISE COMPATIBILITY PLANNING 22
PROGRAMS. 23

Section 47117(e)(1)(A) of title 49, United States Code,24
is amended —25

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August 3, 2001 (3:37 p.m.).31

S 633 RS

(1) by striking the first sentence and inserting:1

“At least 35 percent for grants for airport noise com-2
patibility planning under section 47505(a)(2) for a 3
national capacity project, for carrying out noise com-4
patibility programs under section 47504(c) of this 5
title, and for noise mitigation projects approved in an 6
environmental record of decision for an airport devel-7
opment project designated as a national capacity 8
project under section 47702.”; and 9

(2) by striking “or not such 34 percent require-10
ment ” in the second sentence and inserting “the fund-11
ing level required by the preceding sentence ”.12

SEC. 204. SECRETARY OF TRANSPORTATION TO IDENTIFY 13
AIRPORT CONGESTION-RELIEF PROJECTS 14

AND FORECAST AIRPORT OPERATIONS ANNU- 15

ALLY. 16

(a) IDENTIFICATION OF PROJECTS.—17

(1) IN GENERAL.—Within 90 days after the date 18
of enactment of this Act, the Secretary of Transpor-19
tation shall provide —20

(A) a list of planned air traffic and air-21
port-capacity projects at congested Airport Ca-22
capacity Benchmark airports the completion of 23
which will substantially relieve congestion at 24
those airports; and 25

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August 3, 2001 (3:37 p.m.).32

S 633RS

(B) a list of options for expanding capacity 1
at the 8 airports on the list at which the most 2
severe delays are occurring, to the Senate Com-3
mittee on Commerce, Science, and Transpor-4
tation, and to the House of Representatives Com-5
mittee on Transportation and Infrastructure.6
The Secretary shall provide updated lists to those 7
Committees 2 years after the date of enactment 8
of this Act.9

(2) DELISTING OF PROJECTS.—The Secretary 10
shall remove a project from the list provided to the 11
Committees under paragraph (1) upon the request, in 12
writing, of an airport operator if the operator states 13
in the request that construction of the project will not 14
be completed within 10 years from the date of the re-15
quest.16

SEC. 205. QUARTERLY STATUS REPORTS. 17

Beginning with the second calendar quarter ending 18
after the date of enactment of this Act, the Secretary of 19
Transportation shall provide quarterly status reports to the 20
Senate Committee on Commerce, Science, and Transpor-21
tation and the House of Representatives Committee on 22
Transportation and Infrastructure on the status of con-23
struction of each major runway project undertaken at the 24

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August 3, 2001 (3:37 p.m.).33

S 633RS

*largest 40 commercial airports in terms of annual 1
enplanements (as defined in section 101(2) of this Act).2*

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August 3, 2001 (3:37 p.m.)