

Space Administration shall encourage the participation of the Department of Defense, the Department of the Interior, the airtour industry, the aviation industry, academia and other appropriate groups.

(d) **REPORT.**—Not less than 280 days after August 23, 1994, the Administrator of the Federal Aviation Administration and the Administrator of the National Aeronautics and Space Administration shall transmit to Congress a report on the results of the study required under subsection (a).

(e) **RESEARCH AND DEVELOPMENT PROGRAM.**—If the Administrator of the Federal Aviation Administration and the Administrator of the National Aeronautics and Space Administration determine that additional research and development is necessary and would substantially contribute to the development of quiet aircraft technology, then the agencies shall conduct an appropriate research program in consultation with the entities listed in subsection (c) to develop safe, effective, and economical noise reduction technology (including technology that can be applied to existing propeller driven aircraft and rotorcraft) that would result in aircraft that operate at substantially reduced levels of noise to reduce the impact of such aircraft and rotorcraft on the resources of national parks and other areas.

(Added Pub. L. 103-305, title III, §308(a), Aug. 23, 1994, 108 Stat. 1593; amended Pub. L. 104-287, §5(86), Oct. 11, 1996, 110 Stat. 3398.)

Editorial Notes

AMENDMENTS

1996—Subsec. (d). Pub. L. 104-287 substituted “August 23, 1994” for “the date of the enactment of this section”.

§ 47510. Tradeoff allowance

Notwithstanding another law or a regulation prescribed or order issued under that law, the tradeoff provisions contained in appendix C of part 36 of title 14, Code of Federal Regulations, apply in deciding whether an aircraft complies with subpart I of part 91 of title 14.

(Added Pub. L. 103-429, §6(72)(A), Oct. 31, 1994, 108 Stat. 4387.)

HISTORICAL AND REVISION NOTES

| Revised Section | Source (U.S. Code) | Source (Statutes at Large) |
|-----------------|--------------------|---|
| 47510 | 49 App.:2125. | Feb. 18, 1980, Pub. L. 96-193, §305, 94 Stat. 57. |

The word “prescribed” is added for consistency in the revised title and with other titles of the United States Code. The words “subpart I of part 91” are substituted for “subpart E of part 91” because of the restatement of part 91. See 54 Fed. Reg. 34321 (Aug. 18, 1989).

§ 47511. CLEEN engine and airframe technology partnership

(a) **IN GENERAL.**—The Administrator of the Federal Aviation Administration shall enter into a cost-sharing cooperative agreement, using a competitive process, with institutions, entities, or consortiums to carry out a program for the development, maturation, and testing of

certifiable CLEEN aircraft, engine technologies, and jet fuels for civil airplanes.

(b) **CLEEN ENGINE AND AIRFRAME TECHNOLOGY DEFINED.**—In this section, the term “CLEEN aircraft and engine technology” means continuous lower energy, emissions, and noise aircraft and engine technology.

(c) **PERFORMANCE OBJECTIVE.**—The Administrator shall establish the performance objectives for the program in terms of the specific objectives to reduce fuel burn, emissions and noise.

(d) **SELECTION.**—In carrying out the program, the Administrator may provide that not less than 2 of the cooperative agreements entered into under this section involve the participation of an entity that is a small business concern (as defined in section 3 of the Small Business Act (15 U.S.C. 632)), provided that the submitted technology proposal of the entity meets, at a minimum, FAA Acquisition Management System requirements and requisite technology readiness levels for entry into the agreement, as determined by the Administrator.

(Added Pub. L. 115-254, div. B, title VII, §743(a), Oct. 5, 2018, 132 Stat. 3413; amended Pub. L. 118-63, title X, §1008, May 16, 2024, 138 Stat. 1389.)

Editorial Notes

AMENDMENTS

2024—Subsec. (a). Pub. L. 118-63, §1008(1), struck out “subsonic” after “fuels for civil”.
Subsec. (d). Pub. L. 118-63, §1008(2), added subsec. (d).

SUBCHAPTER II—NATIONAL AVIATION NOISE POLICY

§ 47521. Findings

Congress finds that—

(1) aviation noise management is crucial to the continued increase in airport capacity;

(2) community noise concerns have led to uncoordinated and inconsistent restrictions on aviation that could impede the national air transportation system;

(3) a noise policy must be carried out at the national level;

(4) local interest in aviation noise management shall be considered in determining the national interest;

(5) community concerns can be alleviated through the use of new technology aircraft and the use of revenues, including those available from passenger facility charges, for noise management;

(6) revenues controlled by the United States Government can help resolve noise problems and carry with them a responsibility to the national airport system;

(7) revenues derived from a passenger facility charge may be applied to noise management and increased airport capacity; and

(8) a precondition to the establishment and collection of a passenger facility charge is the prescribing by the Secretary of Transportation of a regulation establishing procedures for reviewing airport noise and access restrictions on operations of stage 2 and stage 3 aircraft.

(Pub. L. 103-272, §1(e), July 5, 1994, 108 Stat. 1287; Pub. L. 112-95, title I, §111(c)(2)(A)(vi), (B), Feb. 14, 2012, 126 Stat. 18.)