

2025/2026 StART Shared Federal Aircraft Noise & Emissions Policy Priorities

The growth of operations at Seattle-Tacoma International Airport has elevated aircraft noise and air emissions as one of the highest priorities for our community. To address these issues, we need federal partnership to provide new tools, new authorities, new resources, new approaches, and new FAA engagement that can make a tangible difference. We have made progress toward this vision with the successful inclusion of several priorities in the 2023 FAA Reauthorization, but there is unfinished work to do – both in terms of implementing our legislative victories as well as completing unrealized goals.

I. Top Priorities for 2026

1) Pass HR2533/S1167 – The Sound Insulation Treatment Repair and Replacement Program Act*

We support Senator Murray’s and Representative Smith’s legislation that would allow for federal funding to replace “failed” noise insulation packages.

2) Implement legislation included in the 2024 FAA Reauthorization Act (Public Law 118-63):

Given the change in Presidential Administration and FAA leadership since May 2024, key priorities from the FAA Reauthorization Act have yet to be fully implemented. StART will work with FAA and Congressional leadership to complete the following:

- A. **Fund the FAA Environmental Mitigation Pilot Program (Section 785):** The authorization for this grant program to fund innovative approaches to aircraft noise and emissions reduction was extended, but Congress needs to appropriate dollars to this account at \$6 million per year.
- B. **Implement the Protecting Airport Communities from Particle Emissions Act (Section 791):** This study of ultrafine particles from aircraft engines was directed by the Act. We strongly support the implementation of this study.
- C. **Implement the Regional Airport Capacity Study (Section 765):** This section directs the FAA to initiate a study on the “ways that existing regulations and policies could be streamlined to facilitate the development of new airport capacity, particularly in high-demand air travel regions looking to invest in new airport capacity.” We strongly support the implementation of this study.
- D. **Impose a deadline for action and a stakeholder engagement process for the FAA’s Noise Policy Review:** Section 792 of the Act directed the FAA to
“establish an Aircraft Noise Advisory Committee to advise the Administrator on issues facing the aviation community that are related to aircraft noise exposure and existing FAA noise policies and regulations.” The section states that “[n]ot later than 1 year after the date of establishment of the Advisory

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Committee, the Advisory Committee shall submit to the Administrator a report on any recommended changes to current aviation noise policies....Not later than 180 days after the date the Administrator receives the report...the Administrator shall submit to the appropriate committees of Congress a report containing the recommendations made by the Advisory Committee...Not later than 30 days after submission of the report...the Administrator shall brief the appropriate committees of Congress on how the Administrator plans to implement recommendations contained in the report and, for each recommendation that the Administrator does not plan to implement, the reason of the Administrator for not implementing the recommendation.”

StART supports the full implementation of this provision.

3) Plan and Implement a 2026 StART DC Fly-in: Building on the success of the 2023 StART DC Fly-in, StART will work toward a March/April 2026 DC Fly-in including representatives from all six airport cities, the Port, and other key stakeholders to meet with Congressional and Administration leadership to advocate for the above priorities.

II. Additional Priorities for Future Engagement

4) Continue to invest in Sustainable Aviation Fuels (SAF)* and other alternative power sources for aircraft:

- Fully utilize the SAF tax credits (SAF Blender’s Tax Credit and Clean Fuel Production Credit) extended through the One Big Beautiful Bill Act
- Provide continued support for the Center of Excellence for Alternative Fuels and Environment (ASCENT) and the FAA’s Continuous Lower Energy Emissions and Noise (CLEEN) Program.
- Support additional work by federal agencies, such as FAA and NASA, as well as federal investment in research and development by universities, laboratories and the private sector in alternative jet propulsion – including electric aircraft and alternative jet fuels such as hydrogen

5) Pass HR 1048 – The Aviation Noise and Emissions Mitigation Act*

Representative Smith’s legislation that would empower the EPA to play a productive role in addressing community concerns about aircraft noise and emissions.

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