



# The 2024 FAA Panel: Current/Former FAA Personnel Focus on the Issues of the Day

2024 Aviation Symposium  
February 6-9, 2024

Fox  
Rothschild

# Agenda

- FY 2024 FAA Budget Request
- FAA Budgetary Resources for FY 2023
- FAA Rulemakings of Note
- FAA Commercial Space Anticipated Accomplishments for FY 2024
- National Airspace System Safety Review Team
- Airport Technology Research Program in FY 2024
- 5G and FAA
- Attachment – Current FAA Regulatory Agenda (Fall 2023)

# FY 2024 President's Budget Request for FAA

(In thousands of dollars)

<u>Account</u>	<u>Request</u>	<u>ILJA Supplemental</u>	<u>Total</u>
OPERATIONS (GF/TF) (D)	12,740,627	-	12,740,627
FACILITIES & EQUIPMENT (TF) (D)	3,462,000	1,000,000	4,462,000
RESEARCH, ENGINEERING & DEV (TF) (D)	255,130	-	255,130
GRANTS-IN-AID FOR AIRPORTS (GF) (D)	-	-	-
GRANTS-IN-AID FOR AIRPORTS (TF) (M)	3,350,000	-	3,350,000
AIRPORT INFRASTRUCTURE GRANTS (GF) (D)	-	3,000,000	3,000,000
AIRPORT TERMINAL PROGRAM (GF) (D)	-	1,000,000	1,000,000
<b>TOTAL:</b>	<b>19,807,757</b>	<b>5,000,000</b>	<b>24,807,757</b>

GF=General Fund; TF=Trust Fund; D=Discretionary; M=Mandatory; ILJA=Infrastructure Investment and Jobs Act

FTEs: 43,915 (FY 2022); 44,905 (FY 2023); 46,150 (FY 2024)

# FY 2024 President's Budget Request for FAA

## Highlights of the FAA budget request:

- **\$117.0 million** to fully execute the **air traffic control hiring and training surge**; 1,800 additional controller hires planned in FY 2024, coupled with anticipated attrition, will result in a net increase of approximately 300 additional controllers
- **\$115.0 million** to accelerate the modernization of the **National Airspace System (NAS)**
- **\$340.8 million** for telecommunications infrastructure modernization
- **\$75.0 million** for **telecommunications sustainment** and to enhance **operational support** of the National Airspace System (NAS)
- **\$4.2 million** to enhance sustainability by reducing the agency's environmental footprint at FAA-owned facilities and **\$11.2 million** to support climate goals
- **\$21.0 million** to support research that builds upon current drone operations, rules policy, and procedures to achieve full UAS integration in the airspace system
- **\$11.2 million** to support analyses and tests leading to the replacement of leaded aviation gasoline with safe unleaded alternative fuels

# FAA Budgetary Resources for FY 2023

(In thousands of dollars)

<u>Account</u>	<u>Request</u>	<u>ILJA Supplemental</u>	<u>Total</u>
OPERATIONS (GF/TF) (D)	11,915,000	-	11,915,000
FACILITIES & EQUIPMENT (TF) (D)	2,945,000	1,000,000	3,945,000
RESEARCH, ENGINEERING & DEV (TF) (D)	255,000	-	255,000
GRANTS-IN-AID FOR AIRPORTS (GF) (D)	558,555	-	558,555
GRANTS-IN-AID FOR AIRPORTS (TF) (M)	3,350,000	-	3,350,000
AIRPORT INFRASTRUCTURE GRANTS (GF) (D)	-	3,000,000	3,000,000
AIRPORT TERMINAL PROGRAM (GF) (D)	-	1,000,000	1,000,000
<b>TOTAL:</b>	<b>19,807,757</b>	<b>5,000,000</b>	<b>24,023,555</b>

GF=General Fund; TF=Trust Fund; D=Discretionary; M=Mandatory; ILJA=Infrastructure Investment and Jobs Act  
FTEs: 43,915 (FY 2022); 44,905 (FY 2023); 46,150 (FY 2024)

# FAA Rulemakings of Note

- See attached Current FAA Regulatory Agenda (Fall 2023)
- Modernization of Special Airworthiness Certificates (MOSAIC) Proposed Rule would amend rules for the manufacture, certification, operation, maintenance, and alteration of light-sport aircraft
  - Comment period closed on January 22, 2024; over 1,450 comments received
- Normalizing Unmanned Aircraft Systems Beyond Visual Line of Sight Operations (Pre-rule stage)
  - Would normalize certain low altitude unmanned aircraft systems (UAS) operations, while ensuring the safety and efficiency of the United States airspace and expedite the introduction of beyond visual line of sight (BVLOS) UAS operations in the NAS
- Prohibit or Restrict the Operation of an Unmanned Aircraft in Close Proximity to a Fixed Site Facility (Pre-rule stage)
  - Would establish the criteria and procedures for the operator or proprietor of eligible fixed site facilities to apply to the FAA for an unmanned aircraft-specific flight restriction

# FAA Rulemakings of Note

- 25-Hour Cockpit Voice Recorder Requirement, New Aircraft Production (Pre-Rule Stage)
  - Would increase the recording time of cockpit voice recorders (CVRs) from the currently mandated 2-hour loop to a proposed 25-hour loop for all future manufactured aircraft
- Safety Management System (FAA analyzing comments received)
  - Would apply the requirements of 14 CFR part 5, with appropriate modifications and would require persons engaged in the design and production of aircraft, engines, or propellers; certificate holders that conduct common carriage operations under part 135; and persons conducting certain, specific types of air tour operations under part 91 to implement a Safety Management System
- Disclosure of Safety-Critical Information (Notice of Proposed Rulemaking published January 25, 2024, 89 *Federal Register* 4841)
  - Would implement mandates that applicants and holders of type certificates submit, and then continue to disclose, safety-critical information
- Falsification, Reproduction, Alteration, Omission, or Incorrect Statements (Pre-Rule Stage)
  - Would harmonize inconsistencies among the various falsification regulations and the associated sanctions. This action would also be necessary to apply falsification regulations to pertinent parts of 14 CFR that are not covered under the existing falsification regulations

# FAA Commercial Space Anticipated Accomplishments for FY 2024

- Enhance and revise regulatory framework, to include Part 440 and 460, while also implementation of the Part 450 rule; additionally support the creation of the regulatory framework for the launch of nuclear systems on commercial space systems. These efforts are needed in order to keep regulations flexible to address the increasing complexity and diversity of suborbital and orbital operations
- Complete licensing and permitting evaluations within statutory time limits
- Complete process reengineering efforts and improvements to support increased industry cadence and technological innovations while driving out inefficiencies and non-value added activities
- Complete additional safety approval applications, which evaluate space-related components, processes, or services
- The Office of Aviation Safety (AVS) will hire additional Accident Investigators to enable coverage for additional domestic and foreign investigation requirements, as well as Commercial Space launch mishaps. (See General Accountability Office Report, *Commercial Space Transportation: FAA Should Improve Its Mishap Investigative Process*, GAO-24-105561, December 2023.)

# National Airspace System Safety Review Team

- Purpose: To review the Air Traffic Organization's (ATO) internal structure, culture, processes, systems, and integration of safety efforts with respect to aviation safety, the actions needed to reinforce FAA's current approach of collaborative, data-driven safety culture, and the opportunities to strengthen the connection between ATO and the FAA Aviation Safety (AVS) organization to monitor and address aviation safety risks
- Review Team's report issued on November 15, 2023  
See [https://www.faa.gov/NAS\\_safety\\_review\\_team\\_report.pdf](https://www.faa.gov/NAS_safety_review_team_report.pdf)
- The Safety Review Team's recommendations focused on:
  - **Process Integrity:** Strengthening FAA organizational structures, institutionalizing roles and responsibilities, and advancing a proactive, data-driven safety culture
  - **Staffing:** Accurately projecting and investing in hiring, training, and certification of the workforce
  - **Facilities, Equipment, and Technology:** Sustaining and modernizing NAS infrastructure and investing in technology to maximize safety and efficiency
  - **Funding:** Adequately and consistently funding and authorizing the FAA to facilitate the provision and safety oversight of 24/7, 365 days/year operations

# Airport Technology Research Program in FY 2024

- The FAA Airport Technology Research (ATR) Program will continue research on the impact and needs of Advanced Air Mobility, including electric Vertical Take-Off and Landing (eVTOL), Short Take-Off and Landing and hydrogen powered vehicles on existing and future airport infrastructures
- ATR also plans to carry on operational testing with various mature eVTOL aircraft

# 5G and FAA

- The FAA, collaborating with the aviation sector and wireless providers, has completed work to ensure that radio signals from newly activated wireless telecommunications systems can coexist safely with flight operations in the United States until at least January 1, 2028
- On May 26, 2023, the FAA published Airworthiness Directive (AD) 2023-10-02 (88 *Federal Register* 34065) revising the limitations section of the existing airplane/aircraft flight manual (AFM) to incorporate limitations prohibiting certain operations requiring radio altimeter data, due to the presence of 5G C-Band interference. The AD also requires modifying certain airplanes to allow safe operations in the U.S. 5G C-Band radio frequency environment

# Questions?

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