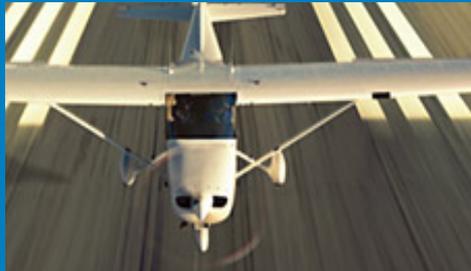




MassDOT Board Report -Feb 2016-



Aeronautics Division



February 10, 2016
Jeff DeCarlo, Ed.D., PMP, ATP
Administrator, MassDOT Aeronautics



New Initiatives: Boston Heliport



MassDOT Aeronautics is drafting a proposal to create a **Boston Heliport Advisory Council (BHAC)** tasked with the objective of recommending a site

The site selected by the Secretary will follow an approval process that requires both FAA and MassDOT Aeronautics approval. The site approval guidance and process are as follows:

- ✿ **FEDERAL GUIDANCE:** The FAA guidance for heliport design is contained in FAA Advisory Circular 150/5390-2C, dated 4/24/2012
- ✿ **STATE GUIDANCE:** IAW Chapter 90 & 702 CMR
- ✿ **The MassDOT Aeronautics inspector** visits proposed helipad sites, and accomplishes an inspection to include a 7:1 approach path obstruction analysis
- ✿ **The heliport approval process steps are:**
 - ✿ Before Step 1—The most difficult part may be coordinating with municipalities and socializing the proposed helipad with constituents and stakeholders
 - ✿ Step 1: Airport/helipad sponsor submit FAA Form 7480-1
 - ✿ Step 2: Airport/helipad sponsor submit MassDOT PRLA form
 - ✿ Step 3: The FAA will conduct an aeronautical study of the landing site and issue a determination
 - ✿ Step 4: Coordinate with MassDOT Aeronautics all along the process

Update for Feb 2016

-  In mid-December 2015, FAA “Funding” was extended until the end of Sep 2016 (see Appendix for details)
-  However, the actual formal FAA “Reauthorization” is still pending
-  The controversial subject of “Air Traffic Control (ATC) Privatization” is a sticking point
 -  Organizations like the National Business Aviation Association (NBAA) are letting Congress know their concerns regarding proposals for creating a privatized ATC system funded by user fees. “We believe that aviation interests are better served by fuel taxes, rather than user fees.”
 -  Fuel fees are directly remitted to the federal government, eliminating the need for a large bureaucracy to collect the taxes from hundreds of thousands of individual pilots and aircraft owners. Therefore, fees are collected without the administrative costs required to support a large and expensive bureaucracy of collectors, administrators, auditors and accountants.
 -  Most major airlines want ATC privatization, but the smaller business aviation organizations like NBAA are against it because, among other things, they think airlines will be given preferential treatment)

FAA Reauthorization Status

(2 of 2)



Update for Feb 2016

Washington, DC - The Transportation and Infrastructure Committee will hold a hearing this Wednesday on air traffic control reform proposals and H.R. 4441, the Aviation Innovation, Reform, and Reauthorization Act (the AIRR Act).

The AIRR Act was introduced in the House last week by Committee Chairman Bill Shuster (R-PA) and Aviation Subcommittee Chairman Frank LoBiondo (R-NJ).

The legislation establishes an independent, not-for-profit corporation, outside of the federal government, to modernize and provide U.S. air traffic control (ATC) services. The bill is a six-year reauthorization of the Federal Aviation Administration (FAA), and maintains the FAA's role as the Nation's aviation safety regulator. The legislation also streamlines the FAA's aviation equipment and aircraft certification processes, provides additional consumer protections, addresses aviation safety issues, gives the FAA more tools for the safe integration of unmanned aircraft systems, and provides for airport infrastructure improvements across the country.

"The majority of this bill was developed in the same bipartisan manner as previous committee bills," Shuster said. "There have also been policy differences, and this hearing will give Members an opportunity to discuss those differences and the merits of the legislation."

The Full Committee hearing, entitled, "Review of ATC Reform Proposals," is scheduled to begin at 10:00 a.m. on Wednesday, February 10, 2016, in 2167 Rayburn House Office Building.

Witness List:

- Mr. Paul Rinaldi, President, National Air Traffic Controllers Association
- Mr. Nicholas E. Calio, President and Chief Executive Officer, Airlines for America
- Mr. Ed Bolen, President and CEO, National Business Aviation Association
- Mr. Robert Poole, Director of Transportation Policy, Reason Foundation

More information about the hearing, including testimony, additional background information, and link to live webcast, will be posted here as it becomes available.



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T&I COMMITTEE

CHAIRMAN BILL SHUSTER

MEDIA ADVISORY

**Committee to Hold Hearing on the AIRR Act
Wednesday**

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