

1           “(2) The Administrator of the Federal Aviation Administration may accept funds  
2 from an airport sponsor, including funds provided to the sponsor under paragraph (1), to  
3 hire additional staff or obtain the services of consultants in order to facilitate the timely  
4 processing, review and completion of environmental activities associated with proposals  
5 to implement flight procedures submitted and approved for airport noise compatibility  
6 planning purposes in accordance with this section. Funds received under this authority  
7 shall not be subject to the procedures applicable to the receipt of gifts by the  
8 Administrator.”.

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10 **SEC. 606. RESEARCH CONSORTIUM FOR LOWER ENERGY, EMISSIONS AND**  
11 **NOISE TECHNOLOGY PARTNERSHIP.**

12           (a) ESTABLISHMENT OF CONSORTIUM.--Subchapter I of chapter 475 is amended  
13 by adding at the end the following:

14 **“§47512. Research consortium for lower energy, emissions and noise technology**  
15 **partnership.**

16           “(a) CLEEN ENGINE TECHNOLOGY PARTNERSHIP.—The Administrator of the  
17 Federal Aviation Administration shall enter into a cooperative agreement with the Partnership for  
18 AiR Transportation Noise and Emissions Reduction (PARTNER) Center of Excellence for the  
19 development, maturing, and certification for Continuous Lower Energy, Emissions and Noise  
20 (CLEEN) engine and airframe technology for aircraft over the next ten years.

21           “(b) PERFORMANCE OBJECTIVE.—The Administrator shall establish the following  
22 performance objectives for the program to be completed by 2015:

23                   “(1) certifiable aircraft technology that increases aircraft fuel efficiency by 25%  
24 relative to 1997 subsonic aircraft technology;

25                   “(2) certifiable engine technology that reduces landing and takeoff cycle (LTO)  
26 nitrogen oxide emissions by 50 percent, without increasing other gaseous or particle  
27 emissions, over the International Civil Aviation Organization (ICAO) standard adopted in  
28 2004;

29                   “(3) certifiable aircraft technology that reduces noise levels by 10 dB relative to  
30 1997 subsonic jet aircraft technology;

1 “(4) determination of the feasibility of use of alternative fuels in aircraft systems,  
2 including successful demonstration and quantification of benefits; and

3 “(5) determination of the extent to which new engine and aircraft technologies  
4 may be used to retrofit or re-engine aircraft so as to increase the level of penetration into  
5 the commercial fleet.

6 “(c) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be  
7 appropriated from the funding provided for the Next Generation Air Transportation System  
8 program such sums as necessary to carry out this section.

9 “(d) The Administrator shall publish a progress report on the CLEEN program each year  
10 beginning in 2009.”.

11 (b) CONFORMING AMENDMENT.—The analysis of subchapter I of chapter 475 is  
12 amended by adding at the end:

13 “47512. Research consortium for lower energy, emissions and noise technology partnership.”.

#### 15 **SEC. 607. AMENDMENTS TO AIR TOUR MANAGEMENT PROGRAM.**

16 Section 40128 is amended—

17 (1) in subsection (a)--

18 (A) in clause (1)(C), by striking “lands.” and inserting “lands, or a  
19 voluntary agreement.”; and

20 (B) by adding at the end the following:

21 “(5) EXEMPTION.—Notwithstanding paragraph (1), units of the national park system  
22 that have 50 or fewer commercial air tour flights a year shall be exempt from the requirements of  
23 this section, except that the Director may determine at any time that this exemption shall not  
24 apply to any park for which the Director determines an air tour management plan or voluntary  
25 agreement is necessary to protect park resources and values or park visitor use and enjoyment.  
26 The Director shall inform the Administrator in writing of such determinations. The Director and  
27 Administrator shall publish an annual list of national parks that fall within the exemption  
28 provided by this paragraph. A commercial air tour operator conducting commercial air tours in a  
29 national park that is exempt from the requirements of this section shall submit to the  
30 Administrator and the Director an annual report of the number of air tour flights it conducts each  
31 year in such exempted park.”;

Table E-1: FY 2012 Initial Target Allocations for Budget Formulation

R,E&D Core and Other R&D		FY 2012			FY 2013	FY 2014	FY 2015	FY 2016
R,E&D Core		In-House	Contracts	Total	Total	Total	Total	Total
Aircraft Safety		\$26,972,372	\$36,075,710	\$63,048,082	\$35,408,502	\$34,718,893	\$34,006,129	TBD
NAS Operations (NAS Ops)		\$6,598,153	\$6,294,035	\$12,892,188	\$6,177,629	\$6,057,314	\$5,932,960	TBD
Environment & Energy (E&E)		\$2,349,791	\$12,478,273	\$14,828,064	\$12,247,491	\$12,008,961	\$11,762,423	TBD
Weather		\$454,258	\$15,378,494	\$15,832,752	\$15,094,074	\$14,800,105	\$14,496,265	TBD
Mission Support		\$2,425,370	\$2,897,252	\$5,322,622	\$2,843,677	\$2,788,296	\$2,731,053	TBD
<b>R,E&amp;D In-House (FY13 – FY16)</b>		-	\$2,897,252	-	\$40,107,719	\$41,453,818	\$42,845,701	TBD
Subtotal: R,E&D		\$38,799,944	\$73,123,764	\$111,923,709	\$111,879,093	\$111,827,388	\$111,774,531	TBD
Subtotal: R,E&D Indirect		\$3,783,530	-	\$3,783,530	3,905,698	\$4,037,342	\$4,172,843	TBD
<b>Subtotal: R,E&amp;D Core</b>		\$42,583,474	\$73,123,764	\$115,707,238	\$115,784,791	\$115,864,730	\$115,947,374	TBD
Other R&D								
Grants-In-Aid for Airports (GIAA)		\$4,371,000	\$34,338,000	\$38,709,000	\$38,709,000	\$38,709,000	\$38,709,000	\$38,709,000
Commercial Space Transportation (Operations-Ops)		-	\$165,000	\$165,000	\$165,000	\$165,000	\$165,000	\$165,000
<b>Subtotal: Other R&amp;D</b>		\$4,371,000	\$34,503,000	\$38,874,000	\$38,874,000	\$38,874,000	\$38,874,000	\$38,874,000
BLI #	R,E&D NextGen Programs							
A11.m.	NextGen – Alternative Fuels for General Aviation	-	\$2,000,000	\$2,000,000	TBD	TBD	TBD	TBD
A12.a.	NextGen – Joint Planning & Development Office (JPDO)	\$3,121,330	\$10,701,739	\$13,823,068	\$10,503,814	\$10,299,243	\$10,087,804	TBD
A12.b.	NextGen – Wake Turbulence	\$289,834	\$7,493,904	\$7,783,739	\$7,608,088	\$7,589,587	\$7,570,500	TBD
A12.c.	NextGen – Air Ground Integration	\$219,134	\$11,091,102	\$11,310,236	\$11,260,098	\$11,232,719	\$11,204,458	TBD
A12.d.	NextGen – Self Separation	\$219,134	\$9,581,463	\$9,800,597	\$9,727,455	\$9,703,800	\$9,679,396	TBD
A12.e.	NextGen – Weather Technology in the Cockpit	\$632,486	\$9,416,629	\$10,049,116	\$9,560,109	\$9,536,862	\$9,512,878	TBD
A13.b.	NextGen – Environment and Energy – Aircraft Technologies, Fuels, and Metrics	\$929,516	\$19,139,809	\$20,069,326	\$19,431,440	\$19,384,189	\$19,335,439	TBD
	R,E&D In-House (FY13 – FY16)	-	-	-	\$5,610,546	\$5,775,678	\$5,981,781	TBD
	NextGen Indirect	\$2,456,679	-	\$2,456,679	\$2,513,659	\$2,613,191	\$2,680,369	TBD
<b>Subtotal: R,E&amp;D NextGen</b>		\$7,868,115	\$69,424,647	\$77,292,761	\$76,215,209	\$76,135,271	\$76,052,626	TBD
BLI #	F&E NextGen		FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	
1A08A	NextGen – ATC/Tech Ops HF - Controller Efficiency/Air Ground Integration		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	TBD	
1A08D	NextGen – Environment & Energy – Environmental Management Systems and Noise and Emissions Reduction		\$18,000,000	\$18,000,000	\$18,000,000	\$18,000,000	TBD	
1A08B	NextGen – New Air Traffic Management (ATM) Requirement		\$31,200,000	\$32,000,000	\$50,100,000	\$51,900,000	TBD	
1A08C	NextGen – Ops Concept Validation – Validation Modeling		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	TBD	
1A08F	NextGen – Operational Assessments		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	TBD	
1A08G	NextGen – System Safety Management Transformation		\$18,000,000	\$18,000,000	\$18,000,000	\$18,000,000	TBD	
1A08H	NextGen – Staffed NextGen Towers		\$	\$	\$	\$	TBD	
1A08E	NextGen – Wake Turbulence – Re-categorization		\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	TBD	
<b>Subtotal: F&amp;E NextGen</b>			\$100,200,000	\$101,000,000	\$119,100,000	\$120,900,000	TBD	
Subtotals			FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	
Core and R,E&D NextGen			\$193,000,000	\$192,000,000	\$192,000,000	\$192,000,000	TBD	
Other R&D			\$38,874,000	\$38,874,000	\$38,874,000	\$38,874,000	\$38,874,000	
F&E NextGen			\$100,200,000	\$101,000,000	\$119,100,000	\$120,900,000	TBD	
<b>Total: R&amp;D Portfolio</b>			\$332,074,000	\$331,874,000	\$349,974,000	\$351,774,000	TBD	

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