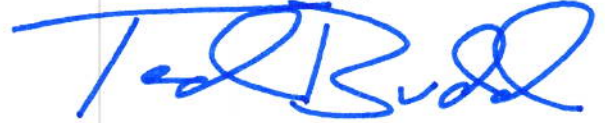


Budd Substitute



AMENDMENT NO. _____

Calendar No. _____

Purpose: In the nature of a substitute.

IN THE SENATE OF THE UNITED STATES—119th Cong., 2d Sess.**S. 1759**

To allow for the operation of civil supersonic flight in the national airspace system under certain conditions, and for other purposes.

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT IN THE NATURE OF A SUBSTITUTE intended
to be proposed by Mr. BUDD

Viz:

1 Strike all after the enacting clause and insert the fol-
2 lowing:

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Supersonic Aviation
5 Modernization Act”.

6 **SEC. 2. ALLOWING FOR THE OPERATION OF CIVIL SUPER-
7 SONIC FLIGHT.**

8 (a) IN GENERAL.—Not later than 2 years after the
9 date of enactment of this section, the Administrator of the
10 Federal Aviation Administration (in this section referred
11 to as the “Administrator”) shall issue a final rule to create

1 a noise-based certification standard for the operation of
2 civil supersonic aircraft.

3 (b) REQUIREMENTS.—In issuing the final rule under
4 subsection (a), the Administrator shall do the following:

5 (1) Consult with the Administrator of the Na-
6 tional Aeronautics and Space Administration.

7 (2)(A) Establish standards specifying that ac-
8 ceptable levels of takeoff and landing noise for oper-
9 ations authorized under subsection (a) shall not ex-
10 ceed takeoff and landing noise levels required for
11 subsonic aircraft currently in operation as of the
12 date of enactment of this section.

13 (B) Specify a process for periodically reviewing
14 and updating the standards under subparagraph (A)
15 to reflect future advances in aircraft noise reduction
16 technology and relevant regulatory and international
17 standards changes, as determined by the Adminis-
18 trator.

19 (3) Establish a process to periodically review
20 and update the standard established under sub-
21 section (a), as appropriate, to reflect advances in
22 aircraft noise reduction technology, research and
23 testing concerning the impacts of sonic booms and
24 acceptable levels of sound, and relevant regulatory
25 changes, as determined by the Administrator.