

HR 4171

Silent Skies Act of 2015

Congress: 114 (2015–2017, Ended)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Dec 3, 2015

Current Status: Referred to the Subcommittee on Aviation.

Latest Action: Referred to the Subcommittee on Aviation. (Dec 4, 2015)

Official Text: <https://www.congress.gov/bill/114th-congress/house-bill/4171>

Sponsor

Name: Rep. Crowley, Joseph [D-NY-14]

Party: Democratic • **State:** NY • **Chamber:** House

Cosponsors (9 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Israel, Steve [D-NY-3]	D · NY		Dec 7, 2015
Rep. Quigley, Mike [D-IL-5]	D · IL		Dec 7, 2015
Rep. Duckworth, Tammy [D-IL-8]	D · IL		Dec 8, 2015
Rep. Meng, Grace [D-NY-6]	D · NY		Dec 8, 2015
Rep. Schakowsky, Janice D. [D-IL-9]	D · IL		Dec 8, 2015
Rep. Meeks, Gregory W. [D-NY-5]	D · NY		Dec 9, 2015
Del. Norton, Eleanor Holmes [D-DC-At Large]	D · DC		Dec 11, 2015
Rep. Rice, Kathleen M. [D-NY-4]	D · NY		Dec 11, 2015
Rep. Clark, Katherine M. [D-MA-5]	D · MA		Jan 5, 2016

Committee Activity

Committee	Chamber	Activity	Date
Transportation and Infrastructure Committee	House	Referred to	Dec 4, 2015

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

No related bills are listed.

Silent Skies Act of 2015

This bill directs the Federal Aviation Administration to enter into a competitive cooperative agreement with an institution, entity, or consortium to carry out a program for the development of aircraft technology that will assist in-service and in-production civil turbojets not meeting stage 4 noise standards to comply with those or more stringent standards.

The Department of Transportation (DOT) must: (1) issue regulations to establish minimum standards to ensure that graduated percentages of civil turbojets weighing over 75,000 pounds comply with the stage 4 noise levels by specified dates, and (2) report annually on the progress made by air carriers in complying with such standards. 100% of such turbojets operating after December 31, 2037, must comply with stage 4 levels.

DOT shall request the International Civil Aviation Organization to add to its Work Programme the consideration of international standards for the phase-out of aircraft that do not comply with stage 4 noise levels.

The requirements of this Act shall not apply to civil turbojet aircraft that operate outside of the 48 contiguous states.

DOT may not issue a type certificate for: (1) a civil turbojet with a maximum weight of more than 75,000 pounds on and after December 31, 2017, unless the applicant demonstrates that such turbojet complies with stage 5 noise levels; and (2) any civil turbojet on and after December 31, 2020, unless the applicant demonstrates that such turbojet complies with stage 5 noise levels.

Actions Timeline

- **Dec 4, 2015:** Referred to the Subcommittee on Aviation.
- **Dec 3, 2015:** Introduced in House
- **Dec 3, 2015:** Referred to the House Committee on Transportation and Infrastructure.