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INTRODUCTION

We are pleased to share Kaplan Kirsch's Airport Law Digest - 2024 Year in Review.

This Airport Law Digest includes a list of key airport-related cases decided during 2024, new DOT and FAA rules, policies, and guidance, and reports, studies, and articles of interest to airport legal professionals. We have attempted to provide links to publicly available documents, and most other documents are available via subscription services such as Westlaw or LexisNexis.

We hope you find this Digest useful in your efforts to remain current in the always-evolving legal and regulatory framework that governs airports. If you have questions about any of the materials in this Digest, please contact editors [Nicholas Clabbers](#) and [Adam Gerchick](#), or [any other Kaplan Kirsch attorney](#) who normally represents you. As with all of our Kaplan Kirsch publications, this Digest is not intended to provide legal advice which requires a specific analysis of how the law applies to particular facts. Please consult with your counsel if you wish to understand how the cases and other materials cited in the Digest apply to your own situation.

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New Administration Brings New Transportation Leadership, But Congress Maintains Continuity

With the Trump administration taking office, new leaders will take the helm of the FAA and DOT, but several key transportation leaders in Congress will remain at the top of their committees.

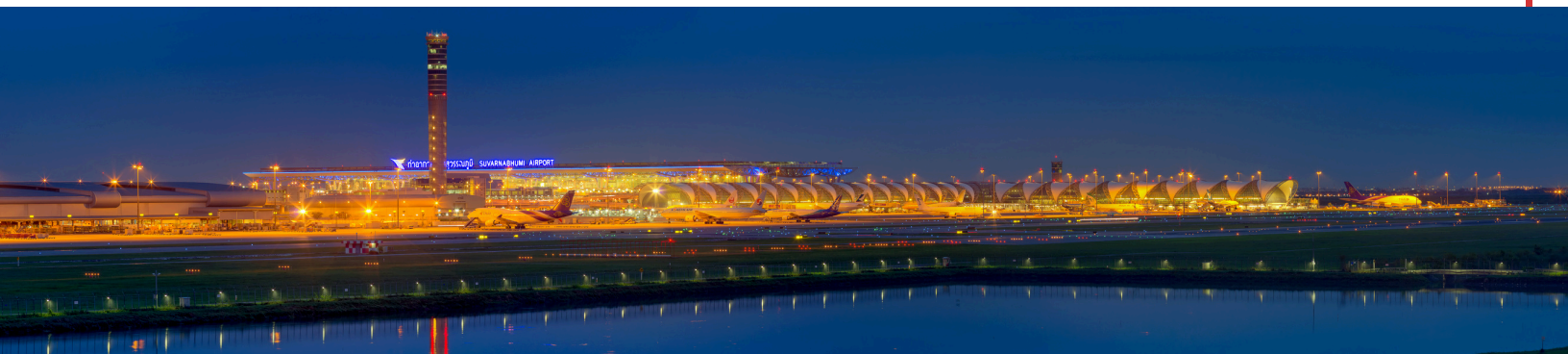
President-elect Trump has [nominated](#) Sean Duffy, a former Wisconsin congressman, to serve as secretary of transportation. Duffy does not have a specialized transportation background but did [work](#) on federal highway issues in Congress. At DOT, he is expected to emphasize surface transportation, including highway funding, and, in keeping with the incoming administration's [policy](#), roll back the Biden administration's focus on social equity in transportation policy. Duffy has yet to be confirmed, but [initial reaction](#) on Capitol Hill suggests that his confirmation will be relatively uncontroversial.

The incoming president will also have the unusual opportunity to nominate a new FAA administrator. FAA administrators serve five-year terms by statute, and incumbent administrator Michael Whitaker only took office in October of 2023. But Whitaker will resign on January 20, paving the way for Trump to choose his successor years early. Mark House, the FAA's [associate administrator](#) for finance and management, will take the reins as FAA administrator on an acting basis until a new nominee is confirmed.

Whitaker will not be the only senior political appointee leaving the FAA this month. Katie Thomson, the deputy FAA administrator and the agency's former chief of staff, will depart on January 10, while Associate Administrator for Airports Shannetta Griffin will depart on January 17.

Things are different in Congress. House Republicans have [granted](#) House Transportation and Infrastructure (T&I) Committee chairman Sam Graves (R-Mo.) a rare waiver to continue serving as chairman despite now exceeding the House Republican Conference's three-term chairmanship limit. Democrat Rick Larsen of Washington will remain T&I's ranking member. That is all generally good news for the airport industry: Graves and Larsen worked effectively together to advance the FAA Reauthorization Act of 2024, and both are advocates of aviation. Meanwhile, across the Capitol dome, two transportation leaders will trade places: In the Senate Commerce Committee, which oversees the FAA, Sen. Ted Cruz (R-Tex.) has moved from ranking member to chairman, while former chair Sen. Maria Cantwell (D-Wash.) has taken the ranking member's seat. Like their House counterparts, Cruz and Cantwell worked together to get the FAA Reauthorization Act of 2024 across the finish line last spring.





D.C. Circuit Invalidates NEPA Regulations

In a landmark [ruling](#), the U.S. Court of Appeals for the D.C. Circuit held that federal regulations undergirding much of the federal government’s environmental-review policies, including the FAA’s, are invalid because the body that issued them lacked statutory authority to do so. In that decision, *Marin Audubon Society v. FAA*, issued November 12, the D.C. Circuit concluded that no federal statute authorized the White House Council on Environmental Quality (CEQ) to issue regulations implementing NEPA, meaning that those regulations were *ultra vires*—issued without authority, and thus invalid from the start.

Crucially, the decision does *not* displace NEPA itself. Instead, the decision means that federal agencies cannot rely on CEQ’s NEPA-implementing regulations as a basis, or justification in court, for their own rulemaking and environmental-review practices. For many federal agencies, the ruling fundamentally alters the foundation on which their own NEPA regulations are built.

It is unclear how *Marin* will impact federal environmental reviews under NEPA and affect the outcome of legal challenges to those reviews. It is possible that the decision will shift power, and responsibility, onto other agencies within the federal government, as NEPA itself requires “all federal agencies” to develop procedures implementing NEPA. Therefore, federal agencies, such as the FAA and the U.S. Department of Transportation, may need to review their own NEPA regulations and procedures to ensure that they are not dependent on CEQ’s implementation of NEPA, but rather are enforceable on their own. The impact of *Marin* is likely to be unclear, until more NEPA challenges make their way through the federal courts.

Spirit and Silver File for Chapter 11 Bankruptcy Protection

The last two months of 2024 saw two notable bankruptcies of U.S. passenger air carriers. On November 18, Spirit Airlines [filed](#) for Chapter 11 bankruptcy protection in the Southern District of New York. Then, less than 48 hours before the new year, Silver Airways, the Florida-based regional carrier that codeshares with several major airlines, followed suit, [seeking](#) Chapter 11 protection in the Southern District of Florida.

In filing for bankruptcy, both carriers pointed to post-pandemic challenges that have strained the U.S. airline industry as a whole. In particular, Spirit and Silver both averred that pilot shortages and increased labor costs for flight crews had made it difficult to operate flights economically. Labor costs have been especially problematic for Spirit, whose low-cost, low-fare business model has long relied on achieving substantially lower operating costs than the legacy carriers in order to offer lower fares. In addition, both carriers have struggled to keep enough working aircraft to serve their network plans. Spirit has [cited](#) ongoing quality-control issues with Pratt & Whitney engines that have forced Spirit to ground numerous Airbus A320neo aircraft.

Both carriers have proposed aggressive timelines for reorganizing and exiting bankruptcy, with [each claiming](#) it can do so in the first quarter of calendar year 2025. But those plans may depend on the carriers’ abilities to maintain financing and on economic factors that are hard to project.

These bankruptcies, and airline bankruptcies generally, rightfully grab the attention of airport sponsors nationwide. Airport attorneys should be cognizant of how these bankruptcies may (or may not) impact operations and finances at their airports. While every situation is different, the Bankruptcy Code generally empowers a bankrupt debtor to reduce its “pre-petition” debts and terminate a wide range of contracts, including certain airport leases. On the other hand, federal law protects airport sponsors’ rights to certain funds that bankrupt airlines may hold, including passenger facility charges. Airlines and their attorneys are sometimes unaware of these important, pro-sponsor provisions of the Code, making it important for sponsors to assert their rights before the bankruptcy court.

LITIGATION

Note that some cases with only Lexis or Westlaw citations may be published at a later date.

COURT DECISIONS

U.S. Supreme Court

Administrative Procedure. *Corner Post, Inc. v. Bd. of Governors of the Fed. Rsrv. Sys.*, 603 U.S. 799 (2024) (the statute of limitations on a challenge to a federal agency action under the Administrative Procedure Act accrues six years after the petitioner is injured by a final agency action, not six years after the agency takes the action).

Deference. *Loper Bright Enters. v. Raimondo*, 144 S. Ct. 2244 (2024) (overruling the Chevron doctrine, under which courts were required to defer to federal administrative agencies' reasonable interpretations of their own statutory authority; holding instead that courts must exercise their own judgment in determining the scope of such an agency's statutory authority).

Administrative Procedure. *Ohio v. EPA*, 603 U.S. 279 (2024) (because EPA failed to comprehensively consider comments on its proposed Good Neighbor Rule, and thus failed to address a significant concern among various commenters, Ohio was likely to succeed on its claim that the Good Neighbor Rule was arbitrary and capricious).

Administrative Enforcement. *SEC v. Jarkesy*, 144 S. Ct. 2117 (2024) (SEC action that imposed civil penalties implicated the Seventh Amendment right to trial by jury because the SEC's antifraud provisions implicated common law, and common-law claims must be tried before a jury; public-rights exception to requirement to try cases in Article III courts did not apply because the SEC's action did not fall within that exception).

U.S. Circuit Courts

Surplus Property Deeds; Intergovernmental Immunity. *United States v. King Cnty.*, 122 F.4th 740 (9th Cir. 2024) (county airport sponsor's executive order prohibiting FBOs from servicing federal deportation flights violated the terms of the federal instrument of transfer granting airport land to the sponsor and violated the intergovernmental immunity doctrine).

PFAS. *Mich. Dep't of Env't, Great Lakes, & Energy v. Gerald R. Ford Int'l Airport Auth.*, Case No. 24-1085, 2024 U.S. App. LEXIS 29860 (6th Cir. Nov. 22, 2024) (defendant airport sponsor was not "acting under" the FAA when it used FAA-mandated foam for firefighting, such that sponsor could not remove state's PFAS-contamination lawsuit to federal court under federal officer removal statute).

Sponsorship Dispute; Equal Protection. *Jones v. Reeves*, 121 F.4th 531 (5th Cir. 2024) (individual airport commissioners lacked standing to seek to enjoin state statute transferring control of airport because plaintiffs' alleged injuries were an institutional injury applicable to all commissioners equally).

NEPA. *Marin Audubon Soc'y v. FAA*, 121 F.4th 902 (D.C. Cir. 2024) (holding that the Council on Environmental Quality lacked statutory authority to issue regulations implementing NEPA).

Interstate Airport Authorities. *Metro. Wash. Airports Auth. v. Pan*, 106 F.4th 355, 358 (4th Cir. 2024) (Virginia could not enforce state workplace-safety laws against airport authority established by interstate compact because Virginia failed to reserve that power when it created the authority).

Discrimination; Project-Labor Agreements. *Road-Con, Inc. v. City of Phila.*, 120 F.4th 346 (3d Cir. 2024) (contractors had standing to challenge airport sponsor's project-labor requirements, including minority-hiring expectations).

Antitrust. *United States v. Am. Airlines Grp. Inc.*, 121 F.4th 209 (1st Cir. 2024) (upholding district-court decision enjoining American Airlines-JetBlue Airways alliance; holding that district court appropriately considered defendant airlines' empirical evidence in support of their alliance).



Preemption. *Bevacqua v. Sw. Airlines Co.*, Case No. 23-11036, 2024 U.S. App. LEXIS 19677 (5th Cir. Aug. 6, 2024) (putative class plaintiffs could not maintain state breach-of-contract claim for airline's failure to refund security fees on cancelled tickets because claim was preempted by Airline Deregulation Act and contract of carriage did not clearly incorporate federal regulations).

Regulatory Authority; Consumer Protection. *Airlines for Am., Inc. v. U.S. DOT*, 110 F.4th 672 (5th Cir. 2024) (staying DOT fee-disclosure rule pending review because rule likely exceeded DOT's statutory authority by prescribing specific methods of displaying airline ancillary fees).

Airport Control. *Jackson Mun. Airport Auth. v. Harkins*, 98 F.4th 144 (5th Cir. 2024) (en banc) (holding moot former airport commissioners' challenge to an attempted state takeover of a municipal airport authority on the grounds that none of the intervenor commissioners remained in office, and no current commissioners had intervened).

Drones; First Amendment. *Nat'l Press Photographers Ass'n v. McCraw*, 90 F.4th 770 (5th Cir. 2024) (rejecting facial First Amendment challenge to Texas statute limiting aerial drone photography).

NEPA. *Trenton Threatened Skies, Inc. v. FAA*, 90 F.4th 122 (3d Cir. 2024) (FAA complied with NEPA when it reasonably concluded, inter alia, that new airport terminal would not induce growth in air traffic because traffic would increase regardless).

Takings. *Wheelwright v. Ogden City Airport*, Case No. 22-4083, 2024 U.S. App. LEXIS 1670 (10th Cir. Jan. 24, 2024) (affirming district court's dismissal of airport hangar tenants' regulatory-takings claim, holding that their leases did not make them owners of airport property).

U.S. District Courts

Disability Accommodations. *Scott v. City of L.A.*, Case No. CV 23-03706-MWF (ASx), 2024 U.S. Dist. LEXIS 229159 (C.D. Cal. Dec. 18, 2024) (denying preliminary injunction to compel airport sponsor to reopen single-person restrooms at LAX for benefit of disabled individuals, holding that equities weighed in sponsor's favor because single-use bathrooms posed demonstrated safety and law-enforcement concerns).

Airport Closure. *Wilderness Watch v. Jackson*, Case No. 1:23-cv-00295-CWD, 2024 U.S. Dist. LEXIS 225086 (D. Idaho Dec. 10, 2024) (U.S. Forest Service's limitation of four airstrips to only emergency use did not constitute an airport "closure").

Qualified Immunity. *AerSale, Inc. v. City of Roswell*, Case No. 2:22-cv-00218-MIS-DLM, 2024 U.S. Dist. LEXIS 214428 (D.N.M. Nov. 25, 2024) (defendant deputy airport director enjoyed qualified immunity against airport tenant's suit alleging unconstitutional search of hangar because plaintiff tenant failed to present case law clearly establishing that a city-owned airport's employee violates the Fourth Amendment by conducting a warrantless search of a leased airport hangar).

Preemption; Environmental Damages. *Codoni v. Port of Seattle*, Case No. 2:23-cv-795-JNW, 2024 U.S. Dist. LEXIS 214318 (W.D. Wash. Nov. 25, 2024) (denying motion to dismiss because federal law did not, as a matter of law, preempt putative class plaintiffs' claims against airport sponsor and air carriers for alleged injuries resulting from aircraft emissions).

Trademark Infringement. *City & Cnty. of S.F. v. City of Oakland*, Case No. 24-cv-02311-TSH, 2024 U.S. Dist. LEXIS 205465 (N.D. Cal. Nov. 12, 2024) (preliminarily enjoining the Port of Oakland from renaming Metropolitan Oakland International Airport to "San Francisco Bay Oakland International Airport" because it was likely to create confusion with San Francisco International Airport).



Equal Protection; Grant Assurances. *Joliet Avionics, Inc. v. City of Aurora*, 2024 U.S. Dist. LEXIS 206245 (N.D. Ill. Nov. 8, 2024) (denying airport tenant's class-of-one equal-protection claim against airport sponsor because it was not similarly situated with other airport tenants who had signed leases years earlier and whose investments in the airport were different than plaintiff's; further, subordination clause in plaintiff's lease did not incorporate AIP grant assurances into the lease).

Airline Deregulation Act. *Sw. Airlines Co. v. City of San Antonio*, Case No. SA-24-CV-01085-XR, 2024 U.S. Dist. LEXIS 179031 (W.D. Tex. Oct. 1, 2024) (denying airline's motion for a temporary restraining order enjoining airport sponsor from entering into an airport use and lease agreement with other air carriers on the basis that the sponsor's gate-allocation methodology used for such agreement violated the Airline Deregulation Act).

Preemption; Labor Law. *Air Transp. Ass'n of Am., Inc. v. Moss*, Civil Action No. 1:23-cv-02421-DDD-KAS, 2024 U.S. Dist. LEXIS 181194 (D. Colo. Sept. 30, 2024) (holding, as a matter of law, that Railway Labor Act did not preempt Colorado sick-leave law, but declining to hold, on motion for summary judgment, that the Airline Deregulation Act or the Dormant Commerce Clause did not preempt the state law).

Federal-Question Jurisdiction. *Town of Superior v. Bd. of Cnty. Comm'rs of the Cnty. of Jefferson*, Civ. Action No. 24-cv-00711-DDD-STV, 2024 U.S. Dist. LEXIS 197477 (D. Colo. Sept. 26, 2024), *report and recommendation adopted*, 2024 U.S. Dist. LEXIS 197478 (D. Colo. Oct. 11, 2024) (remanding suit to enjoin touch-and-go operations because federal preemption defense did not confer federal jurisdiction).

Disadvantaged Business Enterprises. *Mid-Am. Milling Co., LLC v. U.S. DOT*, Case No. 3:23-cv-00072-GFVT, 2024 U.S. Dist. LEXIS 171113 (E.D. Ky. Sept. 23, 2024) (preliminarily enjoining DOT from requiring plaintiff contractors to comply with Disadvantaged Business Enterprise requirements on ground that such requirements violate equal protection, but declining to enjoin requirements for non-litigants).

TSA; Premises Liability. *Allen-Fillmore v. United States*, Civ. Action No. 22-1610, 2024 U.S. Dist. LEXIS 154300 (E.D. Pa. Aug. 28, 2024) (when passenger wearing socks slipped and fell at TSA checkpoint, federal government, not airport sponsor, was liable because TSA maintained exclusive control of the relevant premises).

Antitrust; Proprietary Exclusive. *Coral Aviation Grp. v. Muller*, Civ. Action No. 23-1838, 2024 U.S. Dist. LEXIS 149346 (E.D. Pa. Aug. 21, 2024) (when governmental airport sponsor purchased both of airport's incumbent FBOs and then asserted proprietary exclusive to provide FBO services, prospective third FBO could not bring Sherman Antitrust Act claim against the incumbent FBOs because they were essentially acting as an arm of the sponsor and thus immune from antitrust suit).

First Amendment. *Gen. Drivers, Warehousemen & Helpers, Local Union 89 v. Kenton Cnty. Airport Bd.*, Civ. Action No. 2:24-121-DCR, 2024 U.S. Dist. LEXIS 139191 (E.D. Ky. Aug. 6, 2024) (sidewalk and grassy area located on airport property, immediately outside cargo facility, was a "traditional public forum" for First Amendment purposes, such that airport sponsor's efforts to restrict labor union's protest action needed, among other things, to be "narrowly tailored to serve a significant governmental interest").

Security. *Spurlock v. City & Cnty. of S.F.*, Case No. 23-cv-04429-AMO, 2024 U.S. Dist. LEXIS 138491 (N.D. Cal. Aug. 5, 2024) (plaintiff airport employees lacked a property interest in their SIDA badges, and the TSA Modernization Act did not provide a private right of action under which they could sue for those badges' revocation).

Preemption. *Helicopter Ass'n Int'l v. Hawai'i*, Civ. No. 23-00083 KJM, 2024 U.S. Dist. LEXIS 129041 (D. Haw. July 22, 2024) (the Federal Aviation Act, Airline Deregulation Act, and Airport Noise and Capacity Act (ANCA) each preempted Hawaii's requirement that helicopter tour operators submit monthly operational reports to the state).



Through-the-Fence Access. *Coste v. Town of Islip*, Case No. 23-cv-1339 (NJ) (SIL), 2024 U.S. Dist. LEXIS 112898 (E.D.N.Y. June 26, 2024), *report and recommendation adopted*, 2024 U.S. Dist. LEXIS 134556 (E.D.N.Y. July 30, 2024) (dismissing various constitutional and tort claims by through-the-fence operator against an airport sponsor that purportedly planned to close a taxiway the operator used to access the airport).

Public Charters; Preemption. *Delux Pub. Charter, LLC d/b/a JSX Air. v. Cnty. of Westchester*, Case 7:22-cv-01930-PMH, 2024 U.S. Dist. LEXIS 115642 (S.D.N.Y. July 1, 2024) (upholding airport sponsor's requirement that Part 380 charter operator operate from terminal, rather than from FBO, as grandfathered under ANCA and as a lawful exercise of sponsor's proprietary rights and powers to allocate airfield space under the Airline Deregulation Act; rejecting plaintiff's class-of-one discrimination claim under Section 1983 because sponsor had rational basis for terminal-use requirement); 2024 U.S. Dist. LEXIS 145314 (S.D.N.Y. July 25, 2024) (denying stay of July 1, 2024 decision pending appeal because plaintiff failed to demonstrate irreparable injury and because public interest weighed against stay).

Exclusive Rights. *AerSale, Inc. v. City of Roswell*, Case No. 2:22-cv-00218-MIS-DLM, 2024 U.S. Dist. LEXIS 103960 (D.N.M. June 11, 2024) (joining long line of cases in holding that the prohibition on exclusive rights codified at 49 U.S.C. § 40103(e) does not provide a private right of action).

ACDBE. *MCS Burbank, LLC v. Raleigh-Durham Airport Auth.*, Case No. 5:34-CV-00255-M, 2024 U.S. Dist. LEXIS 116056 (E.D.N.C. May 3, 2024) (finding no private cause of action to enforce ACDBE regulation (49 C.F.R. § 26.53(f))).

Private Right of Action. *Zeal v. Spirit Airlines, Inc.*, Case No. 1:23-cv-01784, 2024 U.S. Dist. LEXIS 71493 (N.D. Ohio Apr. 19, 2024) (Air Carrier Access Act does not create affirmative duty for an airport sponsor to provide wheelchair assistance to a passenger; further, Air Carrier Access Act creates no private right of action).

Section 1983; Pandemic Restrictions. *Abadi v. Am. Airlines, Inc.*, Case No. 23-cv-4033 (LJL), 2024 U.S. Dist. LEXIS 59889 (S.D.N.Y. Mar. 29, 2024) (plaintiff's Section 1983 claim against multiple airlines for masking requirement failed because defendants had not acted under state coercion when enforcing mask mandates).



Parking Regulation. *Koch v. City of Spokane*, Case No. 2:23-CV-0164-TOR, 2024 U.S. Dist. LEXIS 44752 (E.D. Wash. Mar. 13, 2024) (driver had no constitutional liberty interest in parking his car in no-parking zone and going into terminal to pick up passenger; while municipal code could be read to allow him to stand outside of vehicle, it was not reasonable to read it as allowing him to go into terminal).

Section 1983; Pandemic Restrictions. *Reinbold v. Alaska Airlines*, Case No. 3:23-cv-00087-JMK, 2024 U.S. Dist. LEXIS 24484 (D. Alaska Feb. 12, 2024) (Air Carrier Access Act provides no private right of action; plaintiff could not sustain Section 1983 claim against air carrier for denying her boarding over mask noncompliance because carrier was not a state actor).

Antitrust. *United States v. JetBlue Airways Corp.*, 712 F. Supp. 3d 109 (D. Mass. 2024) (permanently enjoining proposed JetBlue-Spirit Airlines merger on antitrust grounds under Section 7 of the Clayton Act).

Standing; Collective Bargaining. *Port. Auth. Police Lieutenants Benevolent Ass'n Inc. v. City of N.Y.*, 718 F. Supp. 3d 300 (S.D.N.Y. 2024) (airport sponsor's police union lacked standing to challenge mutual aid agreement between sponsor and city; potential need to share command with other police departments when responding to aircraft emergency did not create concrete injury sufficient to confer standing).

State Courts

Airline Deregulation Act. *Clegg v. Am. Airlines, Inc.*, 2024 ME 82 (2024) (Airline Deregulation Act (ADA) preempted Maine's Unfair Trade Practices Act with respect to ticketing, check-in, and boarding procedures, as those were "services" under the ADA, but the ADA did not preempt breach-of-contract claim based on airline's contract of carriage).

Eminent Domain. *City of Ontario v. We Buy Houses Any Condition, LLC*, 103 Cal. App. 5th 1212 (Ct. App. 2024) (City could not exercise eminent domain to acquire certain property near an airport because its intent to "mitigate airport impacts and eliminate blight" did not constitute a "project" under applicable state law).

Director's Authority. *Bi-Nat'l Gateway Terminal, LLC v. City of St. Louis*, 697 S.W.3d 593 (Mo. Ct. App. 2024) (airport director had authority under local law to terminate on-airport leases on behalf of municipal airport sponsor).

Takings. *Graftaire, LLC v. City of Shreveport*, No. 55,741-CA, 2024 La. App. LEXIS 1147 (La. Ct. App. July 17, 2024) (notwithstanding reversionary clause in hangar leases, former tenants were entitled to compensation when airport sponsor took possession of their hangars upon lease termination because tenants had constitutional right to takings compensation and reversionary clause was ambiguous as to whether tenants waived that right).

Statute of Limitations. *City & Cnty. of Denver v. Bd. of Cnty. Comm'rs of Adams Cnty.*, 543 P.3d 371 (Co. 2024) (when plaintiff county learned that airport sponsor had been using a predictive model to measure aircraft noise in violation of an agreement between the parties, statute of limitations began to run on plaintiff's breach of contract claim, regardless of the fact that plaintiff did not realize for decades that it was forgoing monetary damages under the contract as a result of the model).

ANCA; Airport Closure. *In re E. End Hangars, Inc. v. Town of E. Hampton*, 225 A.D.3d 861 (N.Y. App. Div. 2024) (affirming trial court's holding that airport sponsor acted arbitrarily and capriciously in closing public airport in violation of the procedures of ANCA; further holding that the trial court was authorized to adjudicate the ANCA claim because such adjudication "does not require the special competence of the FAA").

Airline Liability. *United Cont'l Holdings, Inc. v. Sullivan*, 79 Va. App. 540 (Ct. App. 2024) (holding, under state law, that flight attendant was injured in the course of her employment when she fell on a walkway between a parking lot and an airport terminal that was "an essential means of ingress and egress to the workplace").

Part 16 Decisions

Part 16 Process; Unjust Discrimination. *Walsh v. Nantucket Mem'l Airport Comm'n*, FAA Dckt. No. 16-23-16, Final Agency Decision (F.A.A. Oct. 7, 2024) (complainant pilot was not entitled to an evidentiary hearing under Part 16, and he failed to demonstrate that his exclusion from an airport for alleged violations of its rules and regulations was unreasonable).

Airport Planning; Unjust Discrimination. *S. Cal. Pilots Ass'n v. Cnty. of Orange*, FAA Dckt. No. 16-23-17, Director's Determination (Sept. 20, 2024) (holding that airport sponsor did not unjustly discriminate against small-aircraft operators by planning to develop new facilities for larger general-aviation aircraft at the expense of some smaller-aircraft parking, but cautioning that potential elements of the plan could, if implemented, cause sponsor to violate Grant Assurance 22, Economic Nondiscrimination).



Retaliation; Discrimination. *Haynes v. Bd. of Cnty. Comm'rs of Adams Cnty.*, FAA Dckt. No. 16-22-10, Director's Determination (Aug. 30, 2024) (complainant failed to demonstrate that County retaliated against him for filing the Part 16 discrimination complaint docketed under FAA docket number 16-22-04).

Surplus Property Act; Rights and Powers; Finances. *In re Compliance with Fed. Obligations by the Perry Cnty. Airport & Indus. Auth.*, FAA Dckt. No. 16-21-09, Director's Determination (July 17, 2024) (airport sponsor violated several grant assurances by failing to maintain sufficient airport operating funds, collateralizing federally deeded airport property for a loan, and failing to comply with FAA audit requirements).

Flying Clubs; Unjust Discrimination. *S. Pac. Flying Club v. Haw. Dep't of Transp.*, FAA Dckt. No. 16-21-15, Director's Determination (Feb. 16, 2024) (airport sponsor violated Grant Assurance 22 by requiring flying club to prove tax-exempt status and by conditioning flying club's use of airport on agreement not to provide certain forms of compensation to mechanics and flight instructors that FAA policy authorizes).

Discrimination. *Haynes v. Adams Cnty.*, FAA Dckt. No. 16-22-04, Final Agency Decision (F.A.A. Jan. 9, 2024) (affirming Director's determination that tenant had failed to make a prima facie case of racial discrimination in response to his eviction from airport hangar by sponsor).

Access Restrictions. *Skydive Acad. of Haw. Corp. v. Hawaii*, FAA Dckt. No. 16-23-06, Director's Determination (Jan. 8, 2024) (finding no unjust discrimination or exclusive right where state, as lessor of an Army airfield, agreed to restrict nighttime civilian operations in favor of military flights pursuant to its lease with the Army).

FEDERAL LEGISLATION

[American Relief Act, 2025](#) (Pub. L. No. 118-158) (Dec. 21, 2024) (continuing resolution to generally maintain federal discretionary funding at FY 2024 levels through March 14, 2025, but adding federal disaster relief funding and certain healthcare provisions).

[Continuing Appropriations and Extensions Act, 2025](#) (Pub. L. No. 118-83) (Sept. 26, 2024) (continuing resolution to generally maintain federal discretionary funding at FY 2024 levels through December 20, 2024).

[FAA Reauthorization Act of 2024](#) (Pub. L. No. 118-63) (May 16, 2024) (reauthorizing the FAA and various federal aviation programs, including the Airport Improvement Program, through FY 2028).

[Airport and Airway Extension Act of 2024, Part II](#) (Pub. L. No. 118-60) (May 10, 2024) (extending existing FAA authority for one week to give Congress time to pass full FAA reauthorization).

[Consolidated Appropriations Act, 2024](#) (Pub. L. No. 118-42) (Mar. 9, 2024) (funding the U.S. Department of Transportation, the FAA, and various other federal agencies and programs through fiscal year 2024).

[Airport and Airway Extension Act of 2024](#) (Pub. L. No. 118-41) (Mar. 8, 2024) (extending existing FAA authority through May 10, 2024).

[Extension of Continuing Appropriations and Other Matters Act, 2024](#) (Pub. L. No. 118-40) (Mar. 1, 2024) (extending existing federal funding levels for one week to allow Congress to pass full-year appropriations).

[Further Additional Continuing Appropriations and Other Extensions Act, 2024](#) (Pub. L. No. 118-35) (extending existing federal appropriations through March 1, 2024).





FEDERAL RULES, ORDERS, & GUIDANCE

The White House

[Statement from Press Secretary Karine Jean-Pierre on the Supreme Court Ruling in Loper Bright](#) (June 28, 2024) (condemning Supreme Court decision overruling *Chevron* doctrine, under which federal courts deferred to federal administrative agencies' reasonable interpretations of their own statutory authority).

[Statement from President Joe Biden After Signing FAA Reauthorization Act](#) (May 16, 2024) (emphasizing highlights of FAA Reauthorization Act of 2024).

Council on Environmental Quality

Final Rule, [National Environmental Policy Act Implementing Regulations Revisions Phase 2](#), 89 Fed. Reg. 35,442 (May 1, 2024) (finalizing second round of Biden administration's changes to government-wide regulation of environmental reviews under the National Environmental Policy Act).

Department of Defense

Final Rule, [Defense Federal Acquisition Regulation Supplement; Replacement of Fluorinated Aqueous Film-Forming Foam](#) (DFARS Case 2020-D011), 89 Fed. Reg. 20,869 (Mar. 26, 2024) (prohibiting Department of Defense from purchasing aqueous film-forming firefighting foam (AFFF), which contains PFAS).

Department of Defense, [Plan to Transition to a Fluorine-Free Firefighting Agent](#) (Feb. 2024) (describing department's plans to adopt PFAS-free alternative to AFFF).

Department of Homeland Security

Final Rule, [Minimum Standards for Driver's Licenses and Identification Cards Acceptable by Federal Agencies for Official Purposes; Waiver for Mobile Driver's Licenses](#), 89 Fed. Reg. 85,340 (Oct. 25, 2024) (allowing passengers to use mobile driver's licenses as identification at TSA checkpoints even after REAL ID regulations go into effect on May 7, 2025, and authorizing states to apply for temporary waivers of REAL ID requirements that would restrict use of mobile driver's licenses).

Department of Transportation and FAA Orders, Policies, & Advisory Circulars

CertAlert No. 24-11, [Required Output Based Testing After Completion of Fluorine Free Foam \(F3\) Transition](#) (Dec. 31, 2024) (providing guidance on the testing that an airport sponsor must perform before using an aircraft rescue and firefighting (ARFF) vehicle to dispense F3 when it previously held PFAS-containing firefighting foam).

Emerging Entrants Bulletin 25-01, [Rocket Engine Testing on Federally Obligated Airports](#) (Dec. 30, 2024) (requiring, among other things, that airport sponsors submit, and obtain FAA approval of, ALP updates before permitting certain rocket-engine testing on their airports).

Engineering Brief No. 105A, [Vertiport Design, Supplemental Guidance to Advisory Circular 150/5390-2D, Heliport Design](#) (Dec. 27, 2024) (guidance on planning, designing, and building heliports to serve vertical takeoff and landing (VTOL) aircraft).

CertAlert No. 24-10, [Clarifications Regarding Restrictive Use Notices to Air Missions \(NOTAMs\)](#) (Dec. 26, 2024) (providing guidance on when sponsors should issue restrictive use NOTAMs).

FAA, [Initial Instructions to Office of Airports Environmental Protection Specialists on Implementation of Section 788\(a\) of the 2024 FAA Reauthorization Act](#) (Dec. 19, 2024) (directing FAA staff on when to apply two categorical exclusions, established by the FAA Reauthorization Act of 2024, to exempt airport projects from further environmental review under NEPA).

Final Rule, [Ensuring Safe Accommodations for Air Travelers with Disabilities Using Wheelchairs](#), 89 Fed. Reg. 102,398 (Dec. 17, 2024) (requiring airlines to provide certain assistance and standards of care to passengers using wheelchairs or certain other mobility devices).

Notice, [Deadline for Notification of Intent to Use the Airport Improvement Program \(AIP\) Primary, Cargo, Nonprimary Entitlement Funds, and Discretionary Funds Available to Date for Fiscal Year 2025](#), 89 Fed. Reg. 99,960 (Dec. 11, 2024) (announcing deadlines to apply for and obtain FY 2025 AIP grant funds).

FAA, [2024 Airport Concessions Disadvantaged Business Enterprise Joint Venture Guidance](#) (Nov. 25, 2024) (guidance on counting, reviewing, and monitoring Disadvantaged Business Enterprise participation in a joint venture under the ACDBE program).

Final Rule, [Integration of Powered-Lift: Pilot Certification and Operations; Miscellaneous Amendments Related to Rotorcraft and Airplanes](#), 89 Fed. Reg. 92,296 (Nov. 21, 2024) (establishing a Special Aviation Regulation that includes the first comprehensive regulations for powered-lift aircraft and pilots).

FAA, [Process for Implementing Preliminary Injunction](#) (Nov. 20, 2024) (providing internal guidance to FAA staff on compliance with U.S. district-court order preliminarily enjoining U.S. DOT from enforcing Disadvantaged Business Enterprise program requirements against two federal contractors).

Notice, [Construction-Related Scheduling Relief Concerning Operations at EWR, ORD, LAX, SFO, and DCA](#), 89 Fed. Reg. 91,544 (Nov. 20, 2024) (asking air carriers to reduce scheduled operations at and to EWR during certain times to accommodate runway rehabilitation).

FAA, [Bipartisan Infrastructure Law – Program Update](#) (Oct. 21, 2024) (summarizing changes to BIL programs for FY 2025 and noting certain grant deadlines).

DOT, [Order to Show Cause](#), Dckt. DOT-OST-2024-0065 (Oct. 16, 2024) (preliminarily awarding five daily slot exemptions to various air carriers to operate flights from DCA pursuant to the FAA Reauthorization Act of 2024).

CertAlert No. 24-09, [Airport Emergency Plan, Sabotage, Hijack Incidents, and Other Unlawful Interference with Operations and Aircraft Rescue and Firefighting: Operational Requirements](#) (Oct. 15, 2024) (reminding Part 139 airport sponsors of certain airport emergency plan requirements and recommending that sponsors review those plans).



FAA, [Bipartisan Infrastructure Law Frequently Asked Questions](#) (Oct. 4, 2024) (updating existing BIL FAQ sheet, primarily to provide additional guidance regarding Airport Infrastructure Grants).

FAA, [Initial Instructions to Airports District Offices and Regional Office of Airports Employees Regarding Airport Layout Plan Reviews and Projects Potentially Affected by the FAA Reauthorization Act of 2024](#) (Oct. 3, 2024) (providing internal guidance to FAA staff on implementation of Section 743 of the FAA Reauthorization Act of 2024, which limited FAA jurisdiction over airport sponsors' use of certain airport property).

FAA, [National Plan of Integrated Airport Systems \(NPIAS\), 2025-2029](#) (Sept. 30, 2024).

DOT, [DBE/ACDBE Program Guidance \(Fall 2024\)](#) (Sept. 27, 2024) (guidance document providing answers to various questions regarding federal Disadvantaged Business Enterprise and Airport Concession Disadvantaged Business Enterprise programs).

CertAlert No. 24-08, [Pavement Classification Rating \(PCR\) Reporting](#) (Sept. 23, 2024) (reminding airport sponsors of requirement to assign gross weight and PCR data to Part 139 air carrier runways by September 30, 2024).

Final Rule, [U.S. Commercial Space Launch Competitiveness Act Incorporation](#), 89 Fed. Reg. 76,714 (Sept. 19, 2024) (among other things, creating two new subparts of 14 C.F.R. part 460 to establish new requirements for spacecraft operators carrying “government astronauts,” and applying certain permitting regulations to certain reusable suborbital vehicles).

CertAlert No. 24-07, [Fluorine Free Foam \(F3\) Training Video](#) (Sept. 6, 2024) (announcing availability of training video for ARFF teams transitioning to use of F3).

[Notice of Submission Deadline for Schedule Information for ORD, JFK, LAX, EWR, and SFO for the Summer 2025 Scheduling Season](#), 89 Fed. Reg. 68,236 (Aug. 23, 2024) (setting a deadline of Oct. 10, 2024 for air carriers to submit summer 2025 flight schedules for flights at specified airports).

Notice of Proposed Rulemaking, [Transportation for Individuals With Disabilities; Adoption of Accessibility Standards for Pedestrian Facilities in the Public Right-of-Way](#) (Aug. 22, 2024) (proposing to adopt the Architectural and Transportation Barriers Compliance Board’s Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way as the regulatory accessibility standards of DOT’s own Americans with Disabilities Act regulations; adopted guidelines would govern newly constructed or altered transit stops in the public right-of-way).

Notice of Funding Opportunity, [FAA Contract Tower Competitive Grant Program; Fiscal Year \(FY\) 2025 Funding Opportunity](#), 89 Fed. Reg. 68,019 (Aug. 22, 2024) (inviting applications for a share of \$20 million in FY 2025 grant funding under the FAA Contract Tower Program).

Request for Comments, [International Aviation Safety Assessment \(IASA\) Program](#), 89 Fed. Reg. 66,645 (Aug. 16, 2024) (suspending 2022 proposal to make changes to IASA program and seeking comment on proposed alternative changes).

Final Rule, [Refunds and Other Consumer Protections \(2024 FAA Reauthorization\)](#), 89 Fed. Reg. 65,534 (Aug. 12, 2024) (requiring airlines flying to, from, or within the United States to offer refunds to passengers under certain circumstances).

Notice of Proposed Rulemaking, [Family Seating in Air Transportation](#), 89 Fed. Reg. 65,272 (Aug. 9, 2024) (proposing to require air carriers serving the United States to permit children ages 13 and under to sit next to one accompanying adult at no extra cost, subject to certain exceptions).

Notice of Funding Opportunity, [Airport Terminal Program; FY 2025 Funding Opportunity](#), 89 Fed. Reg. 55,670 (July 5, 2024) (announcing opportunity to apply for share of \$1 billion in FY 2025 Airport Terminal Program grant funds).

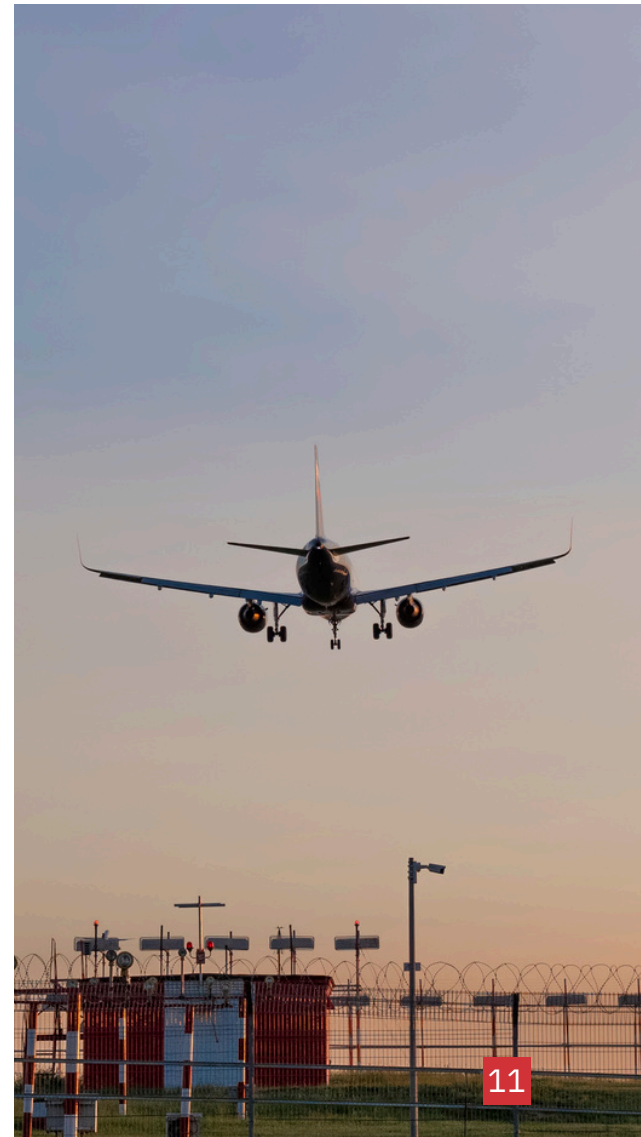
DOT, [Establishment of Slot Exemption Proceeding at Ronald Reagan Washington National Airport Pursuant to 49 U.S.C. § 41718](#), Dckt. DOT-OST-2024-0065 (June 24, 2024) (soliciting air carrier applications for each of five roundtrip slots at DCA made available pursuant to the FAA Reauthorization Act of 2024).

FAA, [FAA Ensuring Safe Public Charter Flights, Exploring Future Solutions for All Flyers](#) (June 17, 2024) (announcing FAA’s intent to issue a future proposed rulemaking to amend federal air-carrier regulations to subject public charter operations to the same safety requirements as apply to scheduled air carriers).

CertAlert No. 24-06, [Video Release: Airport Operators: Decreasing Vehicle Pedestrian Deviations \(V/PDs\)](#) (June 13, 2024).

DOT, [Order Soliciting Small Community Grant Applications](#), Dckt. DOT-OST-2024-0066 (June 10, 2024) (soliciting applications for a share of \$12 million in FAA grant funds for the Small Community Air Service Development program).

FAA, [CY 2023 All-Cargo Data Reporting Requirements for FY 2025 AIP Entitlement Funding](#) (June 4, 2024) (extending deadline through June 30, 2024 to report all-cargo landed weights for CY 2023 in light of expanded eligibility for cargo-related AIP funding under the FAA Reauthorization Act of 2024).



Final Rule, [Railroad Rehabilitation and Improvement Financing Program and Transportation Infrastructure Finance and Innovation Act Program Regulations](#), 89 Fed. Reg. 45,772 (May 24, 2024) (amending implementing regulations for TIFIA and the Railroad Rehabilitation and Improvement Financing (RRIF) programs, primarily by incorporating requirements of the Bipartisan Infrastructure Law).

Draft Advisory Circular 150/5210-26, [Incident Management/Command and Control Training for Airport Personnel](#) (May 14, 2024) (draft advisory circular, subject to public comment, on training standards for incident management and command).

CertAlert No. 24-05, [Department of Defense's \(DoD's\) Memorandum on Rinsing Aircraft Rescue Firefighting \(ARFF\) Vehicles Transitioning from Aqueous Film Forming Foam \(AFFF\) to Fluorine-Free Foam \(F3\)](#) (May 8, 2024) (cancels CertAlert No. 24-04, *Information on Best Practices for Cleaning Aircraft Rescue Firefighting (ARFF) Vehicles Transitioning from Aqueous Film Forming Foam (AFFF) to Fluorine-Free Foam (F3)*).

Request for Information, [Opportunities and Challenges of Artificial Intelligence \(AI\) in Transportation; Request for Information](#), 89 Fed. Reg. 36,848 (May 3, 2024) (soliciting public input on potential applications of artificial intelligence (AI) to transportation and on potential risks and opportunities that AI poses to the transportation sector).

Memorandum, [Updated Fatigue Rules](#) (Apr. 19, 2024) (FAA administrator's order that air traffic controllers receive at least a 10-hour break between daytime shifts and at least a 12-hour break after overnight shifts).

Final Rule, [Disadvantaged Business Enterprise and Airport Concession Disadvantaged Business Enterprise Program Implementation Modifications](#), 89 Fed. Reg. 24,898 (Apr. 9, 2024) (revising procedures for implementing DOT's Disadvantaged Business Enterprise (DBE) and Airport Concession Disadvantaged Business Enterprise (ACDBE) programs).

[Notice of Funding Opportunity for FAA's Office of Airports FY 2023 Supplemental Discretionary Grants](#), 89 Fed. Reg. 22,468 (Apr. 1, 2024) (soliciting applications for \$268.7 million in FY 2023 supplemental discretionary grants under AIP).

Notice of Proposed Rulemaking, [Ensuring Safe Accommodations for Air Travelers With Disabilities Using Wheelchairs](#), 89 Fed. Reg. 17,766 (Mar. 12, 2024) (imposing new requirements on air carriers to assist passengers using wheelchairs or mobility scooters).

CertAlert No. 24-03, [Airport Foreign Object Debris \(FOD\) Management](#) (Feb. 29, 2024).

Final Rule, [Airplane Fuel Efficiency Certification](#), 89 Fed. Reg. 12,634 (Feb. 16, 2024) (limiting greenhouse gas emissions from aircraft in U.S. airspace).

CertAlert No. 24-02, [Autonomous Ground Vehicle Systems \(AGVS\) Technology on Airports](#) (Feb. 15, 2024).

[UAS Detection and Mitigation Systems Aviation Rulemaking Committee Final Report](#) (Feb. 5, 2024) (recommending a framework for detecting and mitigating UAS at airports and in the National Airspace System).

CertAlert No. 24-01, [Part 139 Requirements for Issuing a Notice to Air Missions \(NOTAM\) When the Airport Operator Has No Operative Airport Rescue Fire Fighting \(ARFF\) Equipment Available on the Airport](#) (Jan. 31, 2024).

Environmental Protection Agency

Request for Public Comment, [National Pollutant Discharge Elimination System \(NPDES\) 2026 Issuance of the Multi-Sector General Permit for Stormwater Discharges Associated With Industrial Activity](#), 89 Fed. Reg. 101,000 (Dec. 13, 2024) (soliciting public comment on EPA's proposed 2026 NPDES permit for industrial stormwater discharges, which would require covered entities (though not airports) to test their discharges for some 40 PFAS substances).

[Designation of Perfluorooctanoic Acid \(PFOA\) and Perfluorooctanesulfonic Acid \(PFOS\) as CERCLA Hazardous Substances](#), 89 Fed. Reg. 39,124 (May 8, 2024) (designating two PFAS chemicals as hazardous substances under the Comprehensive Environmental Response, Compensation, and Liability Act).



[PFAS National Primary Drinking Water Regulation](#) (Apr. 26, 2024) (designating a maximum (acceptable) contamination level for PFAS in drinking water at four parts per trillion, the lowest readily detectable level).

[PFAS Enforcement Discretion and Settlement Policy Under CERCLA](#) (Apr. 19, 2024) (providing that EPA will generally not take enforcement action against publicly owned airports for their use of PFAS substances but cautioning that EPA “expects” those airports to “exercise a high standard of care” in using PFAS chemicals).

[Interim Guidance on the Destruction and Disposal of Perfluoroalkyl and Polyfluoroalkyl Substances and Materials Containing Perfluoroalkyl and Polyfluoroalkyl Substances—Version 2](#) (Apr. 8, 2024) (non-mandatory guidance on how to destroy and dispose of PFAS-containing substances; updates a 2020 guidance document).

REPORTS, STUDIES, ARTICLES, & OTHER PUBLICATIONS

In Reverse Chronological Order

U.S. DEPARTMENT OF TRANSPORTATION

[Federal Aviation Administration](#)

FAA, Report to Congress, [National Aviation Research Plan \(NARP\) FY2025–2029](#) (Oct. 9, 2024).

FAA, Report to Congress, [Annual Safety Incident Report](#) (Sept. 6, 2024).

FAA, Report to Congress, [2023 Research and Development Annual Review](#) (June 2024).

FAA, Report to Congress, [Aviation Safety \(AVS\) Workforce Plan 2024 - 2033](#) (May 8, 2024).

FAA, Report to Congress, [Controller Workforce Plan 2024 - 2033](#) (May 8, 2024).

FAA, Report to Congress, [UAS Safety Enforcement](#) (Apr. 16, 2024).

FAA, Report to Congress, [Aircraft Noise Exposure](#) (Apr. 9, 2024).

FAA, Report to Congress, [Fiscal Year 2022 Safety Incident Report](#) (Feb. 1, 2024).

FAA, Report to Congress, [Noise Program Catalog](#) (Jan. 19, 2024).

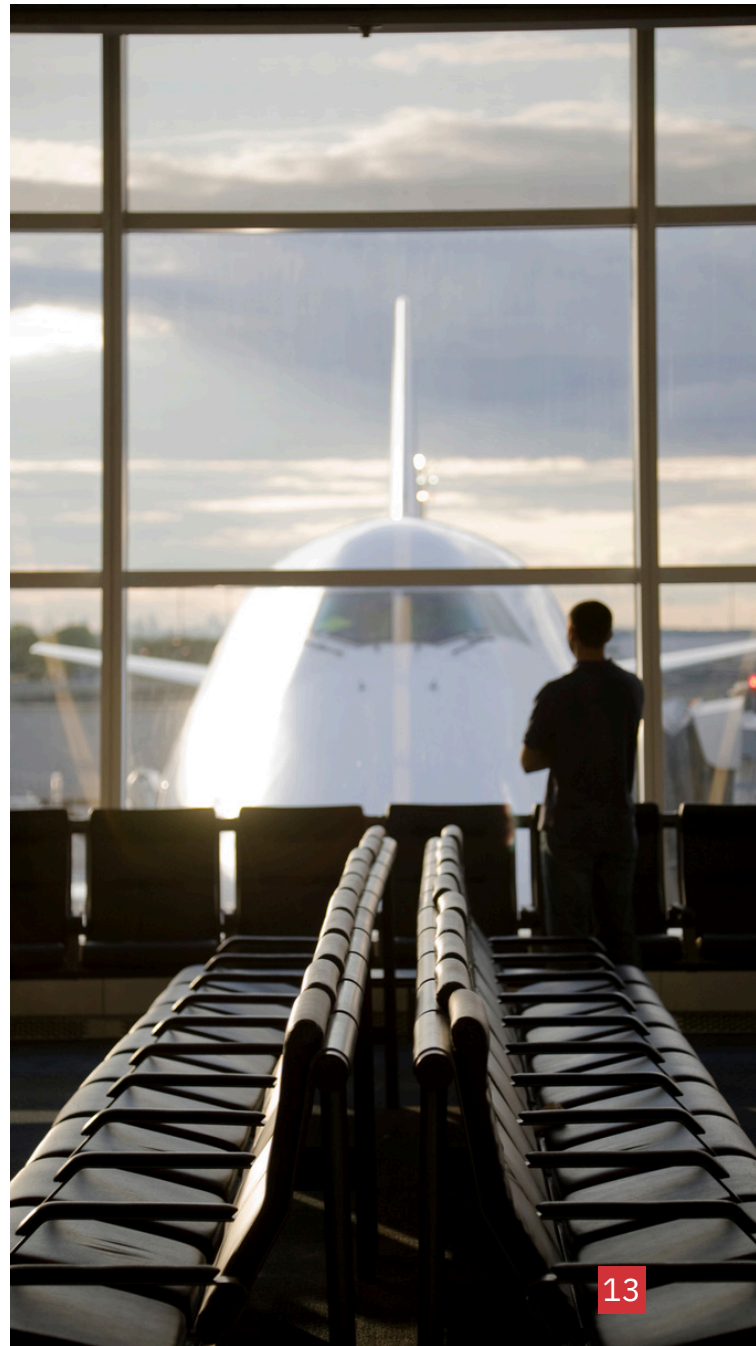
FAA, Report to Congress, [Technology Review](#) (Jan. 11, 2024).

[Office of Inspector General](#)

[Report No. SA2025011](#), Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending September 30, 2024 (Nov. 20, 2024).

[Report No. AV2025003](#), The Bureau of Transportation Statistics Verifies the Accuracy of Flight Delay and Cancellation Data But Can Do More to Assess Its Completeness and Consistency (Oct. 23, 2024).

[Report No. IT2024041](#), DOT Uses Continuous Monitoring Tools To Automate Cybersecurity Monitoring But Needs to More Effectively Detect, Prevent, and Report Cybersecurity Threats (Sept. 30, 2024).



[Report No. SA2024037](#), Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending June 30, 2024 (Aug. 28, 2024).

[Report No. SA2024034](#), Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending March 31, 2024 (Aug. 14, 2024).

[Report No. AV2024032](#), FAA's Acquisition and Fiscal Law Division's Work Environment Impacts Its Ability To Provide Legal Advice in Support of a Safe National Airspace System (July 23, 2024).

[Report No. AV2024031](#), FAA Has Begun to Deploy TFDm, But Cost Growth Has Resulted in Significant Program Changes and Delayed Benefits (July 17, 2024).

[Report No. SA2024024](#), Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending December 31, 2023 (May 8, 2024).

[Report No. AV2024023](#), FAA's Report on Air Traffic Modernization Presents an Incomplete and Out-of-Date Assessment of NextGen (Apr. 30, 2024).

[Report No. ZA2024019](#), FAA's Information Technology and Telecommunications Contracting Practices Limit Best Value Outcomes (Feb. 26, 2024).

[Report No. ZA2024018](#), FAA Did Not Fully Follow Its Processes When Awarding and Administering CARES Act-Funded Airport Development Grants and Contracts (Feb. 21, 2024).

Government Accountability Office

[Document No. GAO-25-107917](#), Air Traffic Control: Urgent FAA Actions Are Needed to Modernize Aging Systems (Dec. 12, 2024) (Senate testimony of Kevin Walsh, Director, Information Technology and Cybersecurity, GAO on Report No. GAO-24-107001 (cited below)).

[Report No. GAO-24-106681](#), Commercial Aviation: Trends in Air Service to Small Communities (Sept. 25, 2024).

[Report No. GAO-24-107001](#), Air Traffic Control: FAA Actions Are Urgently Needed to Modernize Aging Systems (Sept. 23, 2024).



[Report No. GAO-24-105652](#), Transportation Equity: DOT Could Improve Some Performance Goals to Better Assess Progress (July 23, 2024).

[Report No. GAO-24-107347](#), Priority Open Recommendations: Department of Transportation (June 10, 2024).

[Report No. GAO-24-106158](#), Drones: Actions Needed to Better Support Remote Identification in the National Airspace (June 6, 2024).

[Report No. GAO-24-107264](#), Discretionary Grants: DOT Should Improve Clarity and Transparency of Program Management (Apr. 18, 2024).

[Report No. GAO-24-107195](#), Aviation Safety: Federal Efforts to Address Unauthorized Drone Flights Near Airports (Mar. 18, 2024).

[Report No. GAO-24-106754](#), Commercial Aviation: Key Lessons from COVID-19 Preparedness and Emergency Financial Assistance to the Industry (Mar. 18, 2024).

[Report No. GAO-24-106451](#), Advanced Air Mobility: Legal Authorities and Issues to Consider for Operations (Mar. 14, 2024).



[Report No. GAO-24-106314](#), Trusted Traveler Programs: DHS Has Enrollment Processes, but CBP Should Provide Additional Information on Reconsiderations (Feb. 28, 2024).

[Report No. GAO-24-106052](#), Aviation Security: Transportation Security Administration Could Further Improve Officer Engagement (Feb. 27, 2024).

[Report No. GAO-24-106184](#), Commercial Space Transportation: FAA's Oversight of Human Spaceflight (Feb. 21, 2024).

CONGRESSIONAL RESEARCH SERVICE

[Report No. IF12757](#), Sustainable Aviation Fuel (SAF): An Overview of Current Laws and Legislation Introduced in the 118th Congress (updated Dec. 12, 2024).

[Report No. R48253](#), Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations for FY2025 (Oct. 30, 2024).

[Report No. IF12791](#), The 2024 Federal Aviation Administration Reauthorization (Oct. 23, 2024).

[Report No. IN12440](#), District Court Ruling on DOT Disadvantaged Business Enterprise Program (Oct. 4, 2024).

[Report No. R46652](#), Regulating Contaminants Under the Safe Drinking Water Act (SDWA) (updated Sept. 10, 2024).

[Report No. IN12395](#), Air Travel Disruptions and DOT Aviation Consumer Protection Rules (July 25, 2024).

[Report No. R47687](#), Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations for FY2024 (updated June 26, 2024).

[Report No. IN12351](#), Senate Committee-Passed FAA Bill Revived Debate over Reagan National Airport Slot and Perimeter Rules (Apr. 29, 2024).

[Report No. IF11696](#), Aviation, Air Pollution, and Climate Change (updated Apr. 26, 2024).

[Report No. IF12482](#), Federal Aviation Administration Reauthorization: Legislative Action in the 118th Congress (updated Mar. 14, 2024).

TRANSPORTATION RESEARCH BOARD, AIRPORT COOPERATIVE RESEARCH PROGRAM

Ordered by Report Number

[Legal Research Digests](#)

[Legal Research Digest 46](#): Legal Considerations for General Aviation Lease Development at Airports (2024).

[Research Reports](#)

[Research Report 275](#): Intermodal Passenger Facility Planning and Decision-Making for Seamless Travel (2024).

[Research Report 274](#): Accommodating Peer-to-Peer Carsharing at Airports (2024).

[Research Report 273](#): Quantifying the Impacts of Delayed Maintenance of Airport Assets: A Guide (2024).

[Research Report 272](#): Incorporating Shock Events into Aviation Demand Forecasting and Airport Planning (2024).

[Research Report 271](#): Envisioning the Future of U.S. Airports (2024).

[Research Report 270](#): Carbon Removal at Airports (2024).

[Research Report 268](#): Integrating Crisis Management and Business Continuity at Airports: A Practical Guide (2024).

[Research Report 267](#): Selecting, Procuring, and Implementing Airport Capital Project Delivery Methods (2024).

[Research Report 266](#): Airport Curbside and Terminal Area Roadway Operations (2024).

[Research Report 265](#): Incorporating Environmental Justice and Equity Principles: A Toolkit for Airports (2024).

[Research Report 264](#): Asset Information Handover Guidelines from Planning and Construction to Operations and Maintenance (2024).

[Research Report 263](#): Creating Self-Directed Resiliency Plans for General Aviation Airports (2024).

[Research Report 262](#): PFAS Management at Airports: A Guide (2024).

[Research Report 261](#): Advanced Air Mobility and Community Outreach: A Primer for Successful Stakeholder Engagement (2024).

[Research Report 260](#): Airport Energy Resiliency Roadmap (2024) (associated publication: [Airport Energy Resiliency: A Primer](#) (2024)).



Synthesis Reports

[Synthesis 137](#): Parks and Other Recreational Uses on Airport Property (2024).

[Synthesis 136](#): Exploring Airport Employee Commuting and Transportation Needs (2024).

[Synthesis 135](#): Methods of Airport Arts Program Management (2024).

[Synthesis 134](#): Airport Practices for Onboarding a New Passenger Airline (2024).

[Synthesis 133](#): Identifying Military Resources and Strategies to Improve Civilian Airport Resiliency (2024).

WebResources

[WebResource 22](#): Airports and Communicable Diseases: Preparedness and Response (2024).

[WebResource 20](#): Safe Maintenance of Airfield Electrical Systems for Small Airports (2024).

[WebResource 19](#): Airport Microgrid Implementation Tools (2024).

[WebResource 18](#): Implementing and Improving Data Analytic Capabilities in Airports (2024).

[WebResource 17](#): Developing a Holistic Airport Common Use Program (2024).

[WebResource 16](#): Playbook for Developing a Culture of Innovation at Airports (2024).

Web-Only Documents

[Web-Only Document 64](#): Assessing Climate Change Vulnerability at Airports: A Primer (2024).

[Web-Only Document 63](#): Airport Greenhouse Gas Emissions Inventory: A Primer (2024).

[Web-Only Document 62](#): Understanding Airport Air Quality and Public Health Studies Related to Airports, Second Edition (2024).

[Web-Only Document 61](#): Planning for Future Electric Vehicle Growth at Airports (2024).

[Web-Only Document 60](#): Structural Racism and Inequity in the U.S. Aviation Industry: Foundations and Implications (2024).

[Web-Only Document 59](#): Integration of Contingency Planning for Small Airports (2024).





EDITORS' NOTE

Kaplan Kirsch's airports practice is one of the largest and most experienced in the country. The Firm's attorneys have counseled clients on issues associated with complex airport development and master planning projects, land use, environmental review, rates and charges, airline incentives, finance, security, safety, airport proprietors' rights, and compliance with federal requirements. The Firm has represented clients throughout the nation in regulatory and legislative advocacy on a wide range of policy matters and in litigation related to airport operations and development. The Firm's clients have included airport proprietors, local and state governments, airport tenants, and users and businesses affected by airport operations.

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