

111TH CONGRESS
1ST SESSION

H. R. 915

To amend title 49, United States Code, to authorize appropriations for the Federal Aviation Administration for fiscal years 2009 through 2012, to improve aviation safety and capacity, to provide stable funding for the national aviation system, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 9, 2009

Mr. OBERSTAR (for himself and Mr. COSTELLO) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Science and Technology, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To amend title 49, United States Code, to authorize appropriations for the Federal Aviation Administration for fiscal years 2009 through 2012, to improve aviation safety and capacity, to provide stable funding for the national aviation system, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

4 (a) SHORT TITLE.—This Act may be cited as the
5 “FAA Reauthorization Act of 2009”.

1 (b) TABLE OF CONTENTS.—The table of contents for
 2 this Act is as follows:

- Sec. 1. Short title; table of contents.
- Sec. 2. Amendments to title 49, United States Code.
- Sec. 3. Effective date.

TITLE I—AUTHORIZATIONS

Subtitle A—Funding of FAA Programs

- Sec. 101. Airport planning and development and noise compatibility planning and programs.
- Sec. 102. Air navigation facilities and equipment.
- Sec. 103. FAA operations.
- Sec. 104. Research, engineering, and development.
- Sec. 105. Funding for aviation programs.

Subtitle B—Passenger Facility Charges

- Sec. 111. PFC authority.
- Sec. 112. PFC eligibility for bicycle storage.
- Sec. 113. Intermodal ground access project pilot program.
- Sec. 114. Impacts on airports of accommodating connecting passengers.

Subtitle C—Fees for FAA Services

- Sec. 121. Update on overflights.
- Sec. 122. Registration fees.

Subtitle D—AIP Modifications

- Sec. 131. Amendments to AIP definitions.
- Sec. 132. Amendments to grant assurances.
- Sec. 133. Government share of project costs.
- Sec. 134. Amendments to allowable costs.
- Sec. 135. Uniform certification training for airport concessions under disadvantaged business enterprise program.
- Sec. 136. Preference for small business concerns owned and controlled by disabled veterans.
- Sec. 137. Calculation of State apportionment fund.
- Sec. 138. Reducing apportionments.
- Sec. 139. Minimum amount for discretionary fund.
- Sec. 140. Marshall Islands, Micronesia, and Palau.
- Sec. 141. Use of apportioned amounts.
- Sec. 142. Sale of private airport to public sponsor.
- Sec. 143. Airport privatization pilot program.
- Sec. 144. Airport security program.
- Sec. 145. Sunset of pilot program for purchase of airport development rights.
- Sec. 146. Extension of grant authority for compatible land use planning and projects by State and local governments.
- Sec. 147. Repeal of limitations on Metropolitan Washington Airports Authority.
- Sec. 148. Midway Island Airport.
- Sec. 149. Puerto Rico minimum guarantee.
- Sec. 150. Miscellaneous amendments.

TITLE II—NEXT GENERATION AIR TRANSPORTATION SYSTEM
AND AIR TRAFFIC CONTROL MODERNIZATION

- Sec. 201. Mission statement; sense of Congress.
- Sec. 202. Next Generation Air Transportation System Joint Planning and Development Office.
- Sec. 203. Next Generation Air Transportation Senior Policy Committee.
- Sec. 204. Automatic dependent surveillance-broadcast services.
- Sec. 205. Inclusion of stakeholders in air traffic control modernization projects.
- Sec. 206. GAO review of challenges associated with transforming to the Next Generation Air Transportation System.
- Sec. 207. GAO review of Next Generation Air Transportation System acquisition and procedures development.
- Sec. 208. DOT inspector general review of operational and approach procedures by a third party.
- Sec. 209. Expert review of enterprise architecture for Next Generation Air Transportation System.
- Sec. 210. NextGen technology testbed.
- Sec. 211. Clarification of authority to enter into reimbursable agreements.
- Sec. 212. Definition of air navigation facility.
- Sec. 213. Improved management of property inventory.
- Sec. 214. Clarification to acquisition reform authority.
- Sec. 215. Assistance to foreign aviation authorities.
- Sec. 216. Front line manager staffing.
- Sec. 217. Flight service stations.
- Sec. 218. NextGen Research and Development Center of Excellence.
- Sec. 219. Airspace redesign.

TITLE III—SAFETY

Subtitle A—General Provisions

- Sec. 301. Judicial review of denial of airman certificates.
- Sec. 302. Release of data relating to abandoned type certificates and supplemental type certificates.
- Sec. 303. Inspection of foreign repair stations.
- Sec. 304. Runway safety.
- Sec. 305. Improved pilot licenses.
- Sec. 306. Flight crew fatigue.
- Sec. 307. Occupational safety and health standards for flight attendants on board aircraft.
- Sec. 308. Aircraft surveillance in mountainous areas.
- Sec. 309. Off-airport, low-altitude aircraft weather observation technology.
- Sec. 310. Noncertificated maintenance providers.
- Sec. 311. Aircraft rescue and firefighting standards.

Subtitle B—Unmanned Aircraft Systems

- Sec. 321. Commercial unmanned aircraft systems integration plan.
- Sec. 322. Special rules for certain unmanned aircraft systems.
- Sec. 323. Public unmanned aircraft systems.
- Sec. 324. Definitions.

Subtitle C—Safety and Protections

- Sec. 331. Aviation safety whistleblower investigation office.
- Sec. 332. Modification of customer service initiative.

- Sec. 333. Post-employment restrictions for flight standards inspectors.
- Sec. 334. Assignment of principal supervisory inspectors.
- Sec. 335. Headquarters review of air transportation oversight system database.

TITLE IV—AIR SERVICE IMPROVEMENTS

- Sec. 401. Monthly air carrier reports.
- Sec. 402. Flight operations at Reagan National Airport.
- Sec. 403. EAS contract guidelines.
- Sec. 404. Essential air service reform.
- Sec. 405. Small community air service.
- Sec. 406. Air passenger service improvements.
- Sec. 407. Contents of competition plans.
- Sec. 408. Extension of competitive access reports.
- Sec. 409. Contract tower program.
- Sec. 410. Airfares for members of the Armed Forces.
- Sec. 411. Repeal of essential air service local participation program.
- Sec. 412. Adjustment to subsidy cap to reflect increased fuel costs.
- Sec. 413. Notice to communities prior to termination of eligibility for subsidized essential air service.
- Sec. 414. Restoration of eligibility to a place determined by the Secretary to be ineligible for subsidized essential air service.
- Sec. 415. Office of Rural Aviation.
- Sec. 416. Adjustments to compensation for significantly increased costs.
- Sec. 417. Review of air carrier flight delays, cancellations, and associated causes.
- Sec. 418. European Union rules for passenger rights.
- Sec. 419. Establishment of advisory committee for aviation consumer protection.
- Sec. 420. Denied boarding compensation.
- Sec. 421. Schedule reduction.
- Sec. 422. Expansion of DOT airline consumer complaint investigations.
- Sec. 423. Prohibitions against voice communications using mobile communications devices on scheduled flights.

TITLE V—ENVIRONMENTAL STEWARDSHIP AND STREAMLINING

- Sec. 501. Amendments to air tour management program.
- Sec. 502. State block grant program.
- Sec. 503. Airport funding of special studies or reviews.
- Sec. 504. Grant eligibility for assessment of flight procedures.
- Sec. 505. CLEEN research, development, and implementation partnership.
- Sec. 506. Prohibition on operating certain aircraft weighing 75,000 pounds or less not complying with stage 3 noise levels.
- Sec. 507. Environmental mitigation pilot program.
- Sec. 508. Aircraft departure queue management pilot program.
- Sec. 509. High performance and sustainable air traffic control facilities.
- Sec. 510. Regulatory responsibility for aircraft engine noise and emissions standards.
- Sec. 511. Continuation of air quality sampling.
- Sec. 512. Sense of Congress.
- Sec. 513. Airport noise compatibility planning study, Port Authority of New York and New Jersey.

TITLE VI—FAA EMPLOYEES AND ORGANIZATION

- Sec. 601. Federal Aviation Administration personnel management system.
- Sec. 602. MSPB remedial authority for FAA employees.
- Sec. 603. FAA technical training and staffing.
- Sec. 604. Designee program.
- Sec. 605. Staffing model for aviation safety inspectors.
- Sec. 606. Safety critical staffing.
- Sec. 607. FAA air traffic controller staffing.
- Sec. 608. Assessment of training programs for air traffic controllers.
- Sec. 609. Collegiate training initiative study.
- Sec. 610. FAA Task Force on Air Traffic Control Facility Conditions.

TITLE VII—AVIATION INSURANCE

- Sec. 701. General authority.
- Sec. 702. Extension of authority to limit third party liability of air carriers arising out of acts of terrorism.
- Sec. 703. Clarification of reinsurance authority.
- Sec. 704. Use of independent claims adjusters.
- Sec. 705. Extension of program authority.

TITLE VIII—MISCELLANEOUS

- Sec. 801. Air carrier citizenship.
- Sec. 802. Disclosure of data to Federal agencies in interest of national security.
- Sec. 803. FAA access to criminal history records and database systems.
- Sec. 804. Clarification of air carrier fee disputes.
- Sec. 805. Study on national plan of integrated airport systems.
- Sec. 806. Express carrier employee protection.
- Sec. 807. Consolidation and realignment of FAA facilities.
- Sec. 808. Accidental death and dismemberment insurance for National Transportation Safety Board employees.
- Sec. 809. GAO study on cooperation of airline industry in international child abduction cases.
- Sec. 810. Lost Nation Airport, Ohio.
- Sec. 811. Pollock Municipal Airport, Louisiana.
- Sec. 812. Human intervention and motivation study program.
- Sec. 813. Washington, DC, Air Defense Identification Zone.
- Sec. 814. Merrill Field Airport, Anchorage, Alaska.
- Sec. 815. 1940 Air Terminal Museum at William P. Hobby Airport, Houston, Texas.
- Sec. 816. Duty periods and flight time limitations applicable to flight crewmembers.
- Sec. 817. Pilot program for redevelopment of airport properties.
- Sec. 818. Helicopter operations over Long Island, New York.
- Sec. 819. Cabin temperature standards study.
- Sec. 820. Civil penalties technical amendments.
- Sec. 821. Study and report on alleviating congestion.
- Sec. 822. Airline personnel training enhancement.
- Sec. 823. Study on Feasibility of Development of a Public Internet Web-based Search Engine on Wind Turbine Installation Obstruction.

TITLE IX—FEDERAL AVIATION RESEARCH AND DEVELOPMENT

- Sec. 901. Short title.
- Sec. 902. Definitions.

- Sec. 903. Interagency research initiative on the impact of aviation on the climate.
- Sec. 904. Research program on runways.
- Sec. 905. Research on design for certification.
- Sec. 906. Centers of excellence.
- Sec. 907. Airport cooperative research program.
- Sec. 908. Unmanned aircraft systems.
- Sec. 909. Research grants program involving undergraduate students.
- Sec. 910. Aviation gas research and development program.
- Sec. 911. Review of FAA's Energy- and Environment-Related Research Programs.
- Sec. 912. Review of FAA's aviation safety-related research programs.
- Sec. 913. Research program on alternative jet fuel technology for civil aircraft.
- Sec. 914. Center for excellence in aviation employment.

1 SEC. 2. AMENDMENTS TO TITLE 49, UNITED STATES CODE.

2 Except as otherwise expressly provided, whenever in
 3 this Act an amendment or repeal is expressed in terms
 4 of an amendment to, or a repeal of, a section or other
 5 provision, the reference shall be considered to be made to
 6 a section or other provision of title 49, United States
 7 Code.

8 SEC. 3. EFFECTIVE DATE.

9 Except as otherwise expressly provided, this Act and
 10 the amendments made by this Act shall apply only to fiscal
 11 years beginning after September 30, 2008.

12 TITLE I—AUTHORIZATIONS
13 Subtitle A—Funding of FAA
14 Programs

15 SEC. 101. AIRPORT PLANNING AND DEVELOPMENT AND
16 NOISE COMPATIBILITY PLANNING AND PRO-
17 GRAMS.

18 (a) AUTHORIZATION.—Section 48103 is amended—

1 (1) by striking “September 30, 2003” and in-
2 serting “September 30, 2008”; and

3 (2) by striking paragraphs (1) through (6) and
4 inserting the following:

5 “(1) \$3,900,000,000 for fiscal year 2009.

6 “(2) \$4,000,000,000 for fiscal year 2010.

7 “(3) \$4,100,000,000 for fiscal year 2011.

8 “(4) \$4,200,000,000 for fiscal year 2012.”.

9 (b) OBLIGATIONAL AUTHORITY.—Section 47104(c)
10 is amended by striking “March 31, 2009” and inserting
11 “September 30, 2012”.

12 **SEC. 102. AIR NAVIGATION FACILITIES AND EQUIPMENT.**

13 (a) AUTHORIZATION OF APPROPRIATIONS.—Section
14 48101(a) is amended by striking paragraphs (1) through
15 (5) and inserting the following:

16 “(1) \$3,246,000,000 for fiscal year 2009.

17 “(2) \$3,259,000,000 for fiscal year 2010.

18 “(3) \$3,353,000,000 for fiscal year 2011.

19 “(4) \$3,506,000,000 for fiscal year 2012.”.

20 (b) USE OF FUNDS.—Section 48101 is amended by
21 striking subsections (c) through (i) and inserting the fol-
22 lowing:

23 “(c) WAKE VORTEX MITIGATION.—Of amounts ap-
24 propriated under subsection (a), such sums as may be nec-
25 essary for each of fiscal years 2009 through 2012 may

1 be used for the development and analysis of wake vortex
2 mitigation, including advisory systems.

3 “(d) WEATHER HAZARDS.—

4 “(1) IN GENERAL.—Of amounts appropriated
5 under subsection (a), such sums as may be nec-
6 essary for each of fiscal years 2009 through 2012
7 may be used for the development of in-flight and
8 ground-based weather threat mitigation systems, in-
9 cluding ground de-icing and anti-icing systems and
10 other systems for predicting, detecting, and miti-
11 gating the effects of certain weather conditions on
12 both airframes and engines.

13 “(2) SPECIFIC HAZARDS.—Weather conditions
14 referred to in paragraph (1) include—

15 “(A) ground-based icing threats such as
16 ice pellets and freezing drizzle;

17 “(B) oceanic weather, including convective
18 weather, and other hazards associated with oce-
19 anic operations (where commercial traffic is
20 high and only rudimentary satellite sensing is
21 available) to reduce the hazards presented to
22 commercial aviation, including convective
23 weather ice crystal ingestion threats; and

24 “(C) en route turbulence prediction.

1 “(e) SAFETY MANAGEMENT SYSTEMS.—Of amounts
2 appropriated under subsection (a) and section 106(k)(1),
3 such sums as may be necessary for each of fiscal years
4 2009 through 2012 may be used to advance the develop-
5 ment and implementation of safety management systems.

6 “(f) RUNWAY INCURSION REDUCTION PROGRAMS.—
7 Of amounts appropriated under subsection (a),
8 \$10,000,000 for fiscal year 2009, \$12,000,000 for fiscal
9 year 2010, \$12,000,000 for fiscal year 2011, and
10 \$12,000,000 for fiscal year 2012 may be used for the de-
11 velopment and implementation of runway incursion reduc-
12 tion programs.

13 “(g) RUNWAY STATUS LIGHTS.—Of amounts appro-
14 priated under subsection (a), \$50,000,000 for fiscal year
15 2009, \$125,000,000 for fiscal year 2010, \$100,000,000
16 for 2011, and \$50,000,000 for fiscal year 2012 may be
17 used for the acquisition and installation of runway status
18 lights.

19 “(h) NEXTGEN SYSTEMS DEVELOPMENT PRO-
20 GRAMS.—Of amounts appropriated under subsection (a),
21 \$41,400,000 for fiscal year 2009, \$102,900,000 for fiscal
22 year 2010, \$104,000,000 for fiscal year 2011, and
23 \$105,300,000 for fiscal year 2012 may be used for sys-
24 tems development activities associated with NextGen.

1 “(i) NEXTGEN DEMONSTRATION PROGRAMS.—Of
2 amounts appropriated under subsection (a), \$28,000,000
3 for fiscal year 2009, \$30,000,000 for fiscal year 2010,
4 \$30,000,000 for fiscal year 2011, and \$30,000,000 for fis-
5 cal year 2012 may be used for demonstration activities
6 associated with NextGen.

7 “(j) ADDITIONAL PROGRAMS.—Of amounts appro-
8 priated under subsection (a), \$21,900,000 for fiscal year
9 2009, \$22,500,000 for fiscal year 2010, \$22,500,000 for
10 fiscal year 2011, and \$22,500,000 for fiscal year 2012
11 may be used for—

12 “(1) system capacity, planning, and improve-
13 ment;

14 “(2) operations concept validation;

15 “(3) NAS weather requirements; and

16 “(4) Airspace Management Lab.”.

17 **SEC. 103. FAA OPERATIONS.**

18 (a) IN GENERAL.—Section 106(k)(1) is amended by
19 striking subparagraphs (A) through (E) and inserting the
20 following:

21 “(A) \$8,998,462,000 for fiscal year 2009;

22 “(B) \$9,531,272,000 for fiscal year 2010;

23 “(C) \$9,936,259,000 for fiscal year 2011;

24 and

1 “(D) \$10,350,155,000 for fiscal year
2 2012.”.

3 (b) AUTHORIZED EXPENDITURES.—Section
4 106(k)(2) is amended—

5 (1) by striking subparagraphs (A), (B), (C),
6 (D), and (F);

7 (2) by redesignating subparagraphs (E) and
8 (G) as subparagraphs (A) and (B), respectively; and

9 (3) in subparagraphs (A) and (B) (as so reded-
10 signed) by striking “2004 through 2007” and in-
11 serting “2009 through 2012”.

12 (c) AIRLINE DATA AND ANALYSIS.—There is author-
13 ized to be appropriated to the Secretary of Transportation
14 out of the Airport and Airway Trust Fund established by
15 section 9502 of the Internal Revenue Code of 1986 (26
16 U.S.C. 9502) to fund airline data collection and analysis
17 by the Bureau of Transportation Statistics in the Re-
18 search and Innovative Technology Administration of the
19 Department of Transportation \$6,000,000 for each of fis-
20 cal years 2009, 2010, 2011, and 2012.

21 **SEC. 104. RESEARCH, ENGINEERING, AND DEVELOPMENT.**

22 Section 48102(a) is amended—

23 (1) in paragraph (11)—

24 (A) in subparagraph (K) by inserting

25 “and” at the end; and

1 (B) in subparagraph (L) by striking “and”
2 at the end;

3 (2) in paragraph (12)(L) by striking “and” at
4 the end; and

5 (3) by striking paragraph (13) and inserting
6 the following:

7 “(13) for fiscal year 2009, \$323,277,000, in-
8 cluding—

9 (A) \$8,457,000 for fire research and safe-
10 ty;

11 (B) \$4,050,000 for propulsion and fuel
12 systems;

13 (C) \$2,920,000 for advanced materials
14 and structural safety;

15 (D) \$4,838,000 for atmospheric hazards
16 and digital system safety;

17 (E) \$14,683,000 for aging aircraft;

18 (F) \$2,158,000 for aircraft catastrophic
19 failure prevention research;

20 (G) \$11,000,000 for flightdeck mainte-
21 nance, system integration, and human factors;

22 (H) \$12,488,000 for aviation safety risk
23 analysis;

24 (I) \$15,323,000 for air traffic control,
25 technical operations, and human factors;

1 “(J) \$8,395,000 for aeromedical research;

2 “(K) \$22,336,000 for weather program;

3 “(L) \$6,738,000 for unmanned aircraft
4 systems research;

5 “(M) \$18,100,000 for the Next Generation
6 Air Transportation System Joint Planning and
7 Development Office;

8 “(N) \$10,560,000 for wake turbulence;

9 “(O) \$10,425,000 for NextGen—Air
10 ground integration;

11 “(P) \$8,025,000 for NextGen—Self sepa-
12 ration;

13 “(Q) \$8,049,000 for NextGen—Weather
14 technology in the cockpit;

15 “(R) \$22,939,000 for environment and en-
16 ergy;

17 “(S) \$16,050,000 for NextGen—Environ-
18 mental research—Aircraft technologies, fuels,
19 and metrics;

20 “(T) \$1,847,000 for system planning and
21 resource management;

22 “(U) \$3,548,000 for the William J.
23 Hughes Technical Center Laboratory Facility;

24 “(V) \$76,000,000 for Center for Advanced
25 Aviation System Development;

1 “(W) \$5,000,000 for the Airport Coopera-
2 tive Research Program—capacity;

3 “(X) \$5,000,000 for the Airport Coopera-
4 tive Research Program—environment;

5 “(Y) \$5,000,000 for the Airport Coopera-
6 tive Research Program—safety;

7 “(Z) \$9,109,000 for airports technology
8 research—capacity; and

9 “(AA) \$10,239,000 for airports technology
10 research—safety;

11 “(14) for fiscal year 2010, \$327,935,000, in-
12 cluding—

13 “(A) \$8,546,000 for fire research and safe-
14 ty;

15 “(B) \$4,075,000 for propulsion and fuel
16 systems;

17 “(C) \$2,965,000 for advanced materials
18 and structural safety;

19 “(D) \$4,921,000 for atmospheric hazards
20 and digital system safety;

21 “(E) \$14,688,000 for aging aircraft;

22 “(F) \$2,153,000 for aircraft catastrophic
23 failure prevention research;

24 “(G) \$11,000,000 for flightdeck mainte-
25 nance, system integration, and human factors;

1 “(H) \$12,589,000 for aviation safety risk
2 analysis;

3 “(I) \$15,471,000 for air traffic control,
4 technical operations, and human factors;

5 “(J) \$8,699,000 for aeromedical research;

6 “(K) \$23,286,000 for weather program;

7 “(L) \$6,236,000 for unmanned aircraft
8 systems research;

9 “(M) \$18,100,000 for the Next Generation
10 Air Transportation System Joint Planning and
11 Development Office;

12 “(N) \$10,412,000 for wake turbulence;

13 “(O) \$10,400,000 for NextGen—Air
14 ground integration;

15 “(P) \$8,000,000 for NextGen—Self sepa-
16 ration;

17 “(Q) \$7,567,000 for NextGen—Weather
18 technology in the cockpit;

19 “(R) \$20,278,000 for environment and en-
20 ergy;

21 “(S) \$19,700,000 for NextGen—Environ-
22 mental research—Aircraft technologies, fuels,
23 and metrics;

24 “(T) \$1,827,000 for system planning and
25 resource management;

1 “(U) \$3,674,000 for the William J.
2 Hughes Technical Center Laboratory Facility;

3 “(V) \$79,000,000 for Center for Advanced
4 Aviation System Development;

5 “(W) \$5,000,000 for the Airport Coopera-
6 tive Research Program—capacity;

7 “(X) \$5,000,000 for the Airport Coopera-
8 tive Research Program—environment;

9 “(Y) \$5,000,000 for the Airport Coopera-
10 tive Research Program—safety;

11 “(Z) \$9,109,000 for airports technology
12 research—capacity; and

13 “(AA) \$10,239,000 for airports technology
14 research—safety;

15 “(15) for fiscal year 2011, \$339,341,000, in-
16 cluding—

17 “(A) \$8,815,000 for fire research and safe-
18 ty;

19 “(B) \$4,150,000 for propulsion and fuel
20 systems;

21 “(C) \$2,975,000 for advanced materials
22 and structural safety;

23 “(D) \$4,949,000 for atmospheric hazards
24 and digital system safety;

25 “(E) \$14,903,000 for aging aircraft;

1 “(F) \$2,181,000 for aircraft catastrophic
2 failure prevention research;

3 “(G) \$12,000,000 for flightdeck maintenance, system integration, and human factors;

4 “(H) \$12,497,000 for aviation safety risk
5 analysis;

6 “(I) \$15,715,000 for air traffic control,
7 technical operations, and human factors;

8 “(J) \$8,976,000 for aeromedical research;

9 “(K) \$23,638,000 for weather program;

10 “(L) \$6,295,000 for unmanned aircraft
11 systems research;

12 “(M) \$18,100,000 for the Next Generation
13 Air Transportation System Joint Planning and
14 Development Office;

15 “(N) \$10,471,000 for wake turbulence;

16 “(O) \$10,600,000 for NextGen—Air
17 ground integration;

18 “(P) \$8,300,000 for NextGen—Self separation;
19

20 “(Q) 8,345,000 for NextGen—Weather
21 technology in the cockpit;

22 “(R) \$27,075,000 for environment and energy;
23
24

1 “(S) \$20,368,000 for NextGen—Environ-
2 mental research—Aircraft technologies, fuels,
3 and metrics;

4 “(T) \$1,836,000 for system planning and
5 resource management;

6 “(U) \$3,804,000 for the William J.
7 Hughes Technical Center Laboratory Facility;

8 “(V) \$79,000,000 for Center for Advanced
9 Aviation System Development;

10 “(W) \$5,000,000 for the Airport Coopera-
11 tive Research Program—capacity;

12 “(X) \$5,000,000 for the Airport Coopera-
13 tive Research Program—environment;

14 “(Y) \$5,000,000 for the Airport Coopera-
15 tive Research Program—safety;

16 “(Z) \$9,109,000 for airports technology
17 research—capacity; and

18 “(AA) \$10,239,000 for airports technology
19 research—safety; and

20 “(16) for fiscal year 2012, \$360,008,000, in-
21 cluding—

22 “(A) \$8,957,000 for fire research and safe-
23 ty;

24 “(B) \$4,201,000 for propulsion and fuel
25 systems;

1 “(C) \$2,986,000 for advanced materials
2 and structural safety;

3 “(D) \$4,979,000 for atmospheric hazards
4 and digital system safety;

5 “(E) \$15,013,000 for aging aircraft;

6 “(F) \$2,192,000 for aircraft catastrophic
7 failure prevention research;

8 “(G) \$12,000,000 for flightdeck mainte-
9 nance, system integration, and human factors;

10 “(H) \$12,401,000 for aviation safety risk
11 analysis;

12 “(I) \$16,000,000 for air traffic control,
13 technical operations, and human factors;

14 “(J) \$9,267,000 for aeromedical research;

15 “(K) \$23,800,000 for weather program;

16 “(L) \$6,400,000 for unmanned aircraft
17 systems research;

18 “(M) \$18,100,000 for the Next Generation
19 Air Transportation System Joint Planning and
20 Development Office;

21 “(N) \$10,471,000 for wake turbulence;

22 “(O) \$10,800,000 for NextGen—Air
23 ground integration;

24 “(P) \$8,500,000 for NextGen—Self sepa-
25 ration;

1 “(Q) \$8,569,000 for NextGen—Weather
2 technology in the cockpit;

3 “(R) \$44,409,000 for environment and en-
4 ergy;

5 “(S) \$20,034,000 for NextGen—Environ-
6 mental research—Aircraft technologies, fuels,
7 and metrics;

8 “(T) \$1,840,000 for system planning and
9 resource management;

10 “(U) \$3,941,000 for the William J.
11 Hughes Technical Center Laboratory Facility;

12 “(V) \$80,800,000 for Center for Advanced
13 Aviation System Development;

14 “(W) \$5,000,000 for the Airport Coopera-
15 tive Research Program—capacity;

16 “(X) \$5,000,000 for the Airport Coopera-
17 tive Research Program—environment;

18 “(Y) \$5,000,000 for the Airport Coopera-
19 tive Research Program—safety;

20 “(Z) \$9,109,000 for airports technology
21 research—capacity; and

22 “(AA) \$10,239,000 for airports technology
23 research—safety.”.

1 **SEC. 105. FUNDING FOR AVIATION PROGRAMS.**

2 (a) AIRPORT AND AIRWAY TRUST FUND GUAR-
3 ANTEE.—Section 48114(a)(1)(A) is amended to read as
4 follows:

5 “(A) IN GENERAL.—The total budget re-
6 sources made available from the Airport and
7 Airway Trust Fund each fiscal year through fis-
8 cal year 2012 pursuant to sections 48101,
9 48102, 48103, and 106(k) shall—

10 “(i) in each of fiscal years 2009 and
11 2010, be equal to 95 percent of the esti-
12 mated level of receipts plus interest cred-
13 ited to the Airport and Airway Trust Fund
14 for that fiscal year; and

15 “(ii) in each of fiscal years 2011 and
16 2012, be equal to the sum of—

17 “(I) 95 percent of the estimated
18 level of receipts plus interest credited
19 to the Airport and Airway Trust
20 Fund for that fiscal year; and

21 “(II) the actual level of receipts
22 plus interest credited to the Airport
23 and Airway Trust Fund for the sec-
24 ond preceding fiscal year minus the
25 total amount made available for obli-
26 gation from the Airport and Airway

1 Trust Fund for the second preceding
2 fiscal year.

3 Such amounts may be used only for aviation in-
4 vestment programs listed in subsection (b).”.

5 (b) ADDITIONAL AUTHORIZATIONS OF APPROPRIA-
6 TIONS FROM THE GENERAL FUND.—Section 48114(a)(2)
7 is amended by striking “2007” and inserting “2012”.

8 (c) ESTIMATED LEVEL OF RECEIPTS PLUS INTER-
9 EST DEFINED.—Section 48114(b)(2) is amended—

10 (1) in the paragraph heading by striking
11 “LEVEL” and inserting “ESTIMATED LEVEL”; and

12 (2) by striking “level of receipts plus interest”
13 and inserting “estimated level of receipts plus inter-
14 est”.

15 (d) ENFORCEMENT OF GUARANTEES.—Section
16 48114(c)(2) is amended by striking “2007” and inserting
17 “2012”.

18 **Subtitle B—Passenger Facility** 19 **Charges**

20 **SEC. 111. PFC AUTHORITY.**

21 (a) PFC DEFINED.—Section 40117(a)(5) is amend-
22 ed to read as follows:

23 “(5) PASSENGER FACILITY CHARGE.—The term
24 ‘passenger facility charge’ means a charge or fee im-
25 posed under this section.”.

1 (b) INCREASE IN PFC MAXIMUM LEVEL.—Section
2 40117(b)(4) is amended by striking “\$4.00 or \$4.50” and
3 inserting “\$4.00, \$4.50, \$5.00, \$6.00, or \$7.00”.

4 (c) PILOT PROGRAM FOR PFC AT NONHUB AIR-
5 PORTS.—Section 40117(l) is amended—

6 (1) by striking paragraph (7); and

7 (2) by redesignating paragraph (8) as para-
8 graph (7).

9 (d) CORRECTION OF REFERENCES.—

10 (1) SECTION 40117.—Section 40117 is amend-
11 ed—

12 (A) in the section heading by striking
13 “**fees**” and inserting “**charges**”;

14 (B) in the heading for subsection (e) by
15 striking “FEES” and inserting “CHARGES”;

16 (C) in the heading for subsection (l) by
17 striking “FEE” and inserting “CHARGE”;

18 (D) in the heading for paragraph (5) of
19 subsection (l) by striking “FEE” and inserting
20 “CHARGE”;

21 (E) in the heading for subsection (m) by
22 striking “FEES” and inserting “CHARGES”;

23 (F) in the heading for paragraph (1) of
24 subsection (m) by striking “FEES” and insert-
25 ing “CHARGES”;

1 (G) by striking “fee” each place it appears
2 (other than the second sentence of subsection
3 (g)(4)) and inserting “charge”; and

4 (H) by striking “fees” each place it ap-
5 pears and inserting “charges”.

6 (2) OTHER REFERENCES.—Subtitle VII is
7 amended by striking “fee” and inserting “charge”
8 each place it appears in each of the following sec-
9 tions:

10 (A) Section 47106(f)(1).

11 (B) Section 47110(e)(5).

12 (C) Section 47114(f).

13 (D) Section 47134(g)(1).

14 (E) Section 47139(b).

15 (F) Section 47524(e).

16 (G) Section 47526(2).

17 **SEC. 112. PFC ELIGIBILITY FOR BICYCLE STORAGE.**

18 (a) IN GENERAL.—Section 40117(a)(3) is amended
19 by adding at the end the following:

20 “(H) A project to construct secure bicycle
21 storage facilities that are to be used by pas-
22 sengers at the airport and that are in compli-
23 ance with applicable security standards.”.

24 (b) REPORT TO CONGRESS.—Not later than one year
25 after the date of enactment of this Act, the Administrator

1 of the Federal Aviation Administration shall submit to
2 Congress a report on the progress being made by airports
3 to install bicycle parking for airport customers and airport
4 employees.

5 **SEC. 113. INTERMODAL GROUND ACCESS PROJECT PILOT**
6 **PROGRAM.**

7 Section 40117 is amended by adding at the end the
8 following:

9 “(n) PILOT PROGRAM FOR PFC ELIGIBILITY FOR
10 INTERMODAL GROUND ACCESS PROJECTS.—

11 “(1) PFC ELIGIBILITY.—Subject to the require-
12 ments of this subsection, the Secretary shall estab-
13 lish a pilot program under which the Secretary may
14 authorize, at no more than 5 airports, a passenger
15 facility charge imposed under subsection (b)(1) or
16 (b)(4) to be used to finance the eligible cost of an
17 intermodal ground access project.

18 “(2) INTERMODAL GROUND ACCESS PROJECT
19 DEFINED.—In this section, the term ‘intermodal
20 ground access project’ means a project for con-
21 structing a local facility owned or operated by an eli-
22 gible agency that is directly and substantially related
23 to the movement of passengers or property traveling
24 in air transportation.

25 “(3) ELIGIBLE COSTS.—

1 “(A) IN GENERAL.—For purposes of para-
2 graph (1), the eligible cost of an intermodal
3 ground access project shall be the total cost of
4 the project multiplied by the ratio that—

5 “(i) the number of individuals pro-
6 jected to use the project to gain access to
7 or depart from the airport; bears to

8 “(ii) the total number of the individ-
9 uals projected to use the facility.

10 “(B) DETERMINATIONS REGARDING PRO-
11 JECTED PROJECT USE.—

12 “(i) IN GENERAL.—Except as pro-
13 vided by clause (ii), the Secretary shall de-
14 termine the projected use of a project for
15 purposes of subparagraph (A) at the time
16 the project is approved under this sub-
17 section.

18 “(ii) PUBLIC TRANSPORTATION
19 PROJECTS.—In the case of a project ap-
20 proved under this section to be financed in
21 part using funds administered by the Fed-
22 eral Transit Administration, the Secretary
23 shall use the travel forecasting model for
24 the project at the time such project is ap-
25 proved by the Federal Transit Administra-

1 tion to enter preliminary engineering to de-
2 termine the projected use of the project for
3 purposes of subparagraph (A).”.

4 **SEC. 114. IMPACTS ON AIRPORTS OF ACCOMMODATING**
5 **CONNECTING PASSENGERS.**

6 (a) STUDY.—Not later than 90 days after the date
7 of enactment of this Act, the Secretary of Transportation
8 shall initiate a study to evaluate—

9 (1) the impacts on airports of accommodating
10 connecting passengers; and

11 (2) the treatment of airports at which the ma-
12 jority of passengers are connecting passengers under
13 the passenger facility charge program authorized by
14 section 40117 of title 49, United States Code.

15 (b) CONTENTS OF STUDY.—In conducting the study,
16 the Secretary shall review, at a minimum, the following:

17 (1) the differences in facility needs, and the
18 costs for constructing, maintaining, and operating
19 those facilities, for airports at which the majority of
20 passengers are connecting passengers as compared
21 to airports at which the majority of passengers are
22 originating and destination passengers;

23 (2) whether the costs to an airport of accommo-
24 dating additional connecting passengers differs from

1 the cost of accommodating additional originating
2 and destination passengers;

3 (3) for each airport charging a passenger facil-
4 ity charge, the percentage of passenger facility
5 charge revenue attributable to connecting passengers
6 and the percentage of such revenue attributable to
7 originating and destination passengers;

8 (4) the potential effects on airport revenues of
9 requiring airports to charge different levels of pas-
10 senger facility charges on connecting passengers and
11 originating and destination passengers; and

12 (5) the added costs to air carriers of collecting
13 passenger facility charges under a system in which
14 different levels of passenger facility charges are im-
15 posed on connecting passengers and originating and
16 destination passengers.

17 (c) REPORT TO CONGRESS.—

18 (1) IN GENERAL.—Not later than one year
19 after the date of initiation of the study, the Sec-
20 retary shall submit to Congress a report on the re-
21 sults of the study.

22 (2) CONTENTS.—The report shall include—

23 (A) the findings of the Secretary on each
24 of the subjects listed in subsection (b); and

1 (B) recommendations, if any, of the Sec-
2 retary based on the results of the study for any
3 changes to the passenger facility charge pro-
4 gram, including recommendations as to whether
5 different levels of passenger facility charges
6 should be imposed on connecting passengers
7 and originating and destination passengers.

8 **Subtitle C—Fees for FAA Services**

9 **SEC. 121. UPDATE ON OVERFLIGHTS.**

10 (a) ESTABLISHMENT AND ADJUSTMENT OF FEES.—

11 Section 45301(b) is amended to read as follows:

12 “(b) ESTABLISHMENT AND ADJUSTMENT OF
13 FEES.—

14 “(1) IN GENERAL.—In establishing and adjust-
15 ing fees under subsection (a), the Administrator
16 shall ensure that the fees are reasonably related to
17 the Administration’s costs, as determined by the Ad-
18 ministrator, of providing the services rendered. Serv-
19 ices for which costs may be recovered include the
20 costs of air traffic control, navigation, weather serv-
21 ices, training, and emergency services which are
22 available to facilitate safe transportation over the
23 United States and the costs of other services pro-
24 vided by the Administrator, or by programs financed
25 by the Administrator, to flights that neither take off

1 nor land in the United States. The determination of
2 such costs by the Administrator, and the allocation
3 of such costs by the Administrator to services pro-
4 vided, are not subject to judicial review.

5 “(2) ADJUSTMENT OF FEES.—The Adminis-
6 trator shall adjust the overflight fees established by
7 subsection (a)(1) by expedited rulemaking and begin
8 collections under the adjusted fees by May 1, 2010.
9 In developing the adjusted overflight fees, the Ad-
10 ministrator may seek and consider the recommenda-
11 tions offered by an aviation rulemaking committee
12 for overflight fees that are provided to the Adminis-
13 trator by May 1, 2009, and are intended to ensure
14 that overflight fees are reasonably related to the Ad-
15 ministrator’s costs of providing air traffic control
16 and related services to overflights.

17 “(3) AIRCRAFT ALTITUDE.—Nothing in this
18 section shall require the Administrator to take into
19 account aircraft altitude in establishing any fee for
20 aircraft operations in en route or oceanic airspace.

21 “(4) COSTS DEFINED.—In this subsection, the
22 term ‘costs’ includes those costs associated with the
23 operation, maintenance, leasing costs, and overhead
24 expenses of the services provided and the facilities
25 and equipment used in such services, including the

1 projected costs for the period during which the serv-
2 ices will be provided.

3 “(5) PUBLICATION; COMMENT.—The Adminis-
4 trator shall publish in the Federal Register any fee
5 schedule under this section, including any adjusted
6 overflight fee schedule, and the associated collection
7 process as an interim final rule, pursuant to which
8 public comment will be sought and a final rule
9 issued.”.

10 (b) ADJUSTMENTS.—Section 45301 is amended by
11 adding at the end the following:

12 “(e) ADJUSTMENTS.—In addition to adjustments
13 under subsection (b), the Administrator may periodically
14 adjust the fees established under this section.”.

15 **SEC. 122. REGISTRATION FEES.**

16 (a) IN GENERAL.—Chapter 453 is amended by add-
17 ing at the end the following:

18 **“§ 45305. Registration, certification, and related fees**

19 “(a) GENERAL AUTHORITY AND FEES.—The Admin-
20 istrator of the Federal Aviation Administration shall es-
21 tablish the following fees for services and activities of the
22 Administration:

23 “(1) \$130 for registering an aircraft.

24 “(2) \$45 for replacing an aircraft registration.

1 “(3) \$130 for issuing an original dealer’s air-
2 craft certificate.

3 “(4) \$105 for issuing an aircraft certificate
4 (other than an original dealer’s aircraft certificate).

5 “(5) \$80 for issuing a special registration num-
6 ber.

7 “(6) \$50 for issuing a renewal of a special reg-
8 istration number.

9 “(7) \$130 for recording a security interest in
10 an aircraft or aircraft part.

11 “(8) \$50 for issuing an airman certificate.

12 “(9) \$25 for issuing a replacement airman cer-
13 tificate.

14 “(10) \$42 for issuing an airman medical certifi-
15 cate.

16 “(11) \$100 for providing a legal opinion per-
17 taining to aircraft registration or recordation.

18 “(b) FEES CREDITED AS OFFSETTING COLLEC-
19 TIONS.—

20 “(1) IN GENERAL.—Notwithstanding section
21 3302 of title 31, any fee authorized to be collected
22 under this section shall, subject to appropriation
23 made in advance—

1 “(A) be credited as offsetting collections to
2 the account that finances the activities and
3 services for which the fee is imposed;

4 “(B) be available for expenditure only to
5 pay the costs of activities and services for which
6 the fee is imposed; and

7 “(C) remain available until expended.

8 “(2) CONTINUING APPROPRIATIONS.—The Ad-
9 ministrator may continue to assess, collect, and
10 spend fees established under this section during any
11 period in which the funding for the Federal Aviation
12 Administration is provided under an Act providing
13 continuing appropriations in lieu of the Administra-
14 tion’s regular appropriations.

15 “(3) ADJUSTMENTS.—The Administrator shall
16 periodically adjust the fees established by subsection
17 (a) when cost data from the cost accounting system
18 developed pursuant to section 45303(e) reveal that
19 the cost of providing the service is higher or lower
20 than the cost data that were used to establish the
21 fee then in effect.”.

22 (b) CLERICAL AMENDMENT.—The analysis for chap-
23 ter 453 is amended by adding at the end the following:

“45305. Registration, certification, and related fees.”.

24 (c) FEES INVOLVING AIRCRAFT NOT PROVIDING AIR
25 TRANSPORTATION.—Section 45302(e) is amended—

1 (1) by striking “A fee” and inserting the fol-
2 lowing:

3 “(1) IN GENERAL.—A fee”; and

4 (2) by adding at the end the following:

5 “(2) EFFECT OF IMPOSITION OF OTHER
6 FEES.—A fee may not be imposed for a service or
7 activity under this section during any period in
8 which a fee for the same service or activity is im-
9 posed under section 45305.”.

10 **Subtitle D—AIP Modifications**

11 **SEC. 131. AMENDMENTS TO AIP DEFINITIONS.**

12 (a) AIRPORT DEVELOPMENT.—Section 47102(3) is
13 amended—

14 (1) in subparagraph (B)(iv) by striking “20”
15 and inserting “9”; and

16 (2) by adding at the end the following:

17 “(M) construction of mobile refueler park-
18 ing within a fuel farm at a nonprimary airport
19 meeting the requirements of section 112.8 of
20 title 40, Code of Federal Regulations.

21 “(N) terminal development under section
22 47119(a).

23 “(O) acquiring and installing facilities and
24 equipment to provide air conditioning, heating,
25 or electric power from terminal-based, non-ex-

1 clusive use facilities to aircraft parked at a pub-
2 lic use airport for the purpose of reducing en-
3 ergy use or harmful emissions as compared to
4 the provision of such air conditioning, heating,
5 or electric power from aircraft-based systems.”.

6 (b) AIRPORT PLANNING.—Section 47102(5) is
7 amended by inserting before the period at the end the fol-
8 lowing: “and developing an environmental management
9 system”.

10 (c) GENERAL AVIATION AIRPORT.—Section 47102 is
11 amended—

12 (1) by redesignating paragraphs (23) through
13 (25) as paragraphs (25) through (27), respectively;

14 (2) by redesignating paragraphs (8) through
15 (22) as paragraphs (9) through (23), respectively;

16 and

17 (3) by inserting after paragraph (7) the fol-
18 lowing:

19 “(8) ‘general aviation airport’ means a public
20 airport that is located in a State and that, as deter-
21 mined by the Secretary—

22 “(A) does not have scheduled service; or

23 “(B) has scheduled service with less than
24 2,500 passenger boardings each year.”.

1 (d) REVENUE PRODUCING AERONAUTICAL SUPPORT
2 FACILITIES.—Section 47102 is amended by inserting
3 after paragraph (23) (as redesignated by subsection (c)(2)
4 of this section) the following:

5 “(24) ‘revenue producing aeronautical support
6 facilities’ means fuel farms, hangar buildings, self-
7 service credit card aeronautical fueling systems, air-
8 plane wash racks, major rehabilitation of a hangar
9 owned by a sponsor, or other aeronautical support
10 facilities that the Secretary determines will increase
11 the revenue producing ability of the airport.”.

12 (e) TERMINAL DEVELOPMENT.—Section 47102 is
13 further amended by adding at the end the following:

14 “(28) ‘terminal development’ means—
15 “(A) development of—
16 “(i) an airport passenger terminal
17 building, including terminal gates;
18 “(ii) access roads servicing exclusively
19 airport traffic that leads directly to or
20 from an airport passenger terminal build-
21 ing; and
22 “(iii) walkways that lead directly to or
23 from an airport passenger terminal build-
24 ing; and

1 “(B) the cost of a vehicle described in sec-
2 tion 47119(a)(1)(B).”.

3 **SEC. 132. AMENDMENTS TO GRANT ASSURANCES.**

4 (a) GENERAL WRITTEN ASSURANCES.—Section
5 47107(a)(16)(D)(ii) is amended by inserting before the
6 semicolon at the end the following: “, except in the case
7 of a relocation or replacement of an existing airport facil-
8 ity that meets the conditions of section 47110(d)”.

9 (b) WRITTEN ASSURANCES ON ACQUIRING LAND.—

10 (1) USE OF PROCEEDS.—Section
11 47107(c)(2)(A)(iii) is amended by striking “paid to
12 the Secretary” and all that follows before the semi-
13 colon and inserting “reinvested in another project at
14 the airport or transferred to another airport as the
15 Secretary prescribes under paragraph (4)”.

16 (2) ELIGIBLE PROJECTS.—Section 47107(c) is
17 amended by adding at the end the following:

18 “(4) PRIORITIES FOR REINVESTMENT.—In ap-
19 proving the reinvestment or transfer of proceeds
20 under subsection (c)(2)(A)(iii), the Secretary shall
21 give preference, in descending order, to the following
22 actions:

23 “(A) Reinvestment in an approved noise
24 compatibility project.

1 “(B) Reinvestment in an approved project
2 that is eligible for funding under section
3 47117(e).

4 “(C) Reinvestment in an approved airport
5 development project that is eligible for funding
6 under section 47114, 47115, or 47117.

7 “(D) Transfer to a sponsor of another
8 public airport to be reinvested in an approved
9 noise compatibility project at such airport.

10 “(E) Payment to the Secretary for deposit
11 in the Airport and Airway Trust Fund.”.

12 (c) CLERICAL AMENDMENT.—Section
13 47107(c)(2)(B)(iii) is amended by striking “the Fund”
14 and inserting “the Airport and Airway Trust Fund estab-
15 lished under section 9502 of the Internal Revenue Code
16 of 1986 (26 U.S.C. 9502)”.

17 **SEC. 133. GOVERNMENT SHARE OF PROJECT COSTS.**

18 Section 47109 is amended—

19 (1) in subsection (a) by striking “provided in
20 subsection (b) or subsection (c) of this section” and
21 inserting “otherwise specifically provided in this sec-
22 tion”; and

23 (2) by adding at the end the following:

24 “(e) SPECIAL RULE FOR TRANSITION FROM SMALL
25 HUB TO MEDIUM HUB STATUS.—If the status of a small

1 hub airport changes to a medium hub airport, the Govern-
2 ment's share of allowable project costs for the airport may
3 not exceed 90 percent for the first 2 fiscal years following
4 such change in hub status.

5 “(f) SPECIAL RULE FOR ECONOMICALLY DEPRESSED
6 COMMUNITIES.—The Government's share of allowable
7 project costs shall be 95 percent for a project at an airport
8 that—

9 “(1) is receiving subsidized air service under
10 subchapter II of chapter 417; and

11 “(2) is located in an area that meets one or
12 more of the criteria established in section 301(a) of
13 the Public Works and Economic Development Act of
14 1965 (42 U.S.C. 3161(a)), as determined by the
15 Secretary of Commerce.”.

16 **SEC. 134. AMENDMENTS TO ALLOWABLE COSTS.**

17 (a) ALLOWABLE PROJECT COSTS.—Section
18 47110(b)(2)(D) is amended to read as follows:

19 “(D) if the cost is for airport development
20 and is incurred before execution of the grant
21 agreement, but in the same fiscal year as execu-
22 tion of the grant agreement, and if—

23 “(i) the cost was incurred before exe-
24 cution of the grant agreement due to the

1 short construction season in the vicinity of
2 the airport;

3 “(ii) the cost is in accordance with an
4 airport layout plan approved by the Sec-
5 retary and with all statutory and adminis-
6 trative requirements that would have been
7 applicable to the project if the project had
8 been carried out after execution of the
9 grant agreement;

10 “(iii) the sponsor notifies the Sec-
11 retary before authorizing work to com-
12 mence on the project; and

13 “(iv) the sponsor’s decision to proceed
14 with the project in advance of execution of
15 the grant agreement does not affect the
16 priority assigned to the project by the Sec-
17 retary for the allocation of discretionary
18 funds;”.

19 (b) RELOCATION OF AIRPORT-OWNED FACILITIES.—
20 Section 47110(d) is amended to read as follows:

21 “(d) RELOCATION OF AIRPORT-OWNED FACILI-
22 TIES.—The Secretary may determine that the costs of re-
23 locating or replacing an airport-owned facility are allow-
24 able for an airport development project at an airport only
25 if—

1 “(1) the Government’s share of such costs will
2 be paid with funds apportioned to the airport spon-
3 sor under section 47114(c)(1) or 47114(d);

4 “(2) the Secretary determines that the reloca-
5 tion or replacement is required due to a change in
6 the Secretary’s design standards; and

7 “(3) the Secretary determines that the change
8 is beyond the control of the airport sponsor.”.

9 (c) NONPRIMARY AIRPORTS.—Section 47110(h) is
10 amended—

11 (1) by inserting “construction of” before “rev-
12 enue producing”; and

13 (2) by striking “, including fuel farms and
14 hangars,”.

15 **SEC. 135. UNIFORM CERTIFICATION TRAINING FOR AIR-**
16 **PORT CONCESSIONS UNDER DISADVAN-**
17 **TAGED BUSINESS ENTERPRISE PROGRAM.**

18 (a) IN GENERAL.—Section 47107(e) is amended—

19 (1) by redesignating paragraph (8) as para-
20 graph (9); and

21 (2) by inserting after paragraph (7) the fol-
22 lowing:

23 “(8) MANDATORY TRAINING PROGRAM FOR AIR-
24 PORT CONCESSIONS.—

1 “(A) IN GENERAL.—Not later than one
2 year after the date of enactment of the FAA
3 Reauthorization Act of 2009, the Secretary
4 shall establish a mandatory training program
5 for persons described in subparagraph (C) on
6 the certification of whether a small business
7 concern in airport concessions qualifies as a
8 small business concern owned and controlled by
9 a socially and economically disadvantaged indi-
10 vidual for purposes of paragraph (1).

11 “(B) IMPLEMENTATION.—The training
12 program may be implemented by one or more
13 private entities approved by the Secretary.

14 “(C) PARTICIPANTS.—A person referred to
15 in paragraph (1) is an official or agent of an
16 airport owner or operator who is required to
17 provide a written assurance under paragraph
18 (1) that the airport owner or operator will meet
19 the percentage goal of paragraph (1) or who is
20 responsible for determining whether or not a
21 small business concern in airport concessions
22 qualifies as a small business concern owned and
23 controlled by a socially and economically dis-
24 advantaged individual for purposes of para-
25 graph (1).

1 “(D) AUTHORIZATION OF APPROPRIA-
2 TIONS.—There are authorized to be appro-
3 priated such sums as may be necessary to carry
4 out this paragraph.”.

5 (b) REPORT.—Not later than 24 months after the
6 date of enactment of this Act, the Secretary shall submit
7 to the Committee on Transportation and Infrastructure
8 of the House of Representatives, the Committee on Com-
9 merce, Science, and Transportation of the Senate, and
10 other appropriate committees of Congress a report on the
11 results of the training program conducted under the
12 amendment made by subsection (a).

13 **SEC. 136. PREFERENCE FOR SMALL BUSINESS CONCERNS**
14 **OWNED AND CONTROLLED BY DISABLED**
15 **VETERANS.**

16 Section 47112(c) is amended by adding at the end
17 the following:

18 “(3) A contract involving labor for carrying out an
19 airport development project under a grant agreement
20 under this subchapter must require that a preference be
21 given to the use of small business concerns (as defined
22 in section 3 of the Small Business Act (15 U.S.C. 1632))
23 owned and controlled by disabled veterans.”.

24 **SEC. 137. CALCULATION OF STATE APPORTIONMENT FUND.**

25 Section 47114(d) is amended—

1 (1) in paragraph (2)—

2 (A) by striking “Except as provided in
3 paragraph (3), the Secretary” and inserting
4 “The Secretary”; and

5 (B) by striking “18.5 percent” and insert-
6 ing “10 percent”; and

7 (2) by striking paragraph (3) and inserting the
8 following:

9 “(3) ADDITIONAL AMOUNT.—

10 “(A) IN GENERAL.—In addition to
11 amounts apportioned under paragraph (2), and
12 subject to subparagraph (B), the Secretary
13 shall apportion to each airport, excluding pri-
14 mary airports but including reliever and nonpri-
15 mary commercial service airports, in States the
16 lesser of—

17 “(i) \$150,000; or

18 “(ii) $\frac{1}{5}$ of the most recently published
19 estimate of the 5-year costs for airport im-
20 provement for the airport, as listed in the
21 national plan of integrated airport systems
22 developed by the Federal Aviation Admin-
23 istration under section 47103.

24 “(B) REDUCTION.—In any fiscal year in
25 which the total amount made available for ap-

1 portionment under paragraph (2) is less than
2 \$300,000,000, the Secretary shall reduce, on a
3 prorated basis, the amount to be apportioned
4 under subparagraph (A) and make such reduc-
5 tion available to be apportioned under para-
6 graph (2), so as to apportion under paragraph
7 (2) a minimum of \$300,000,000.”.

8 **SEC. 138. REDUCING APPORTIONMENTS.**

9 Section 47114(f)(1) is amended—

10 (1) by striking “and” at the end of subpara-
11 graph (A);

12 (2) in subparagraph (B)—

13 (A) by inserting “except as provided by
14 subparagraph (C),” before “in the case”; and

15 (B) by striking the period at the end and
16 inserting “; and”; and

17 (3) by adding at the end the following:

18 “(C) in the case of a charge of more than
19 \$4.50 imposed by the sponsor of an airport en-
20 planing at least one percent of the total number
21 of boardings each year in the United States,
22 100 percent of the projected revenues from the
23 charge in the fiscal year but not more than 100
24 percent of the amount that otherwise would be
25 apportioned under this section.”.

1 **SEC. 139. MINIMUM AMOUNT FOR DISCRETIONARY FUND.**

2 Section 47115(g)(1) is amended by striking “sum
3 of—” and all that follows through the period at the end
4 of subparagraph (B) and inserting “sum of
5 \$520,000,000.”.

6 **SEC. 140. MARSHALL ISLANDS, MICRONESIA, AND PALAU.**

7 Section 47115(j) is amended by striking “fiscal years
8 2004 through 2008, and for the portion of fiscal year
9 2009 ending before April 1, 2009,” and inserting, “fiscal
10 years 2008 through 2012,”.

11 **SEC. 141. USE OF APPORTIONED AMOUNTS.**

12 Section 47117(e)(1)(A) is amended—

13 (1) in the first sentence—

14 (A) by striking “35 percent” and inserting
15 “\$300,000,000”;

16 (B) by striking “and” after “47141,”; and

17 (C) by inserting before the period at the
18 end the following: “, and for water quality miti-
19 gation projects to comply with the Federal
20 Water Pollution Control Act (33 U.S.C. 1251 et
21 seq.) as approved in an environmental record of
22 decision for an airport development project
23 under this title”; and

24 (2) in the second sentence by striking “such 35
25 percent requirement is” and inserting “the require-
26 ments of the preceding sentence are”.

1 **SEC. 142. SALE OF PRIVATE AIRPORT TO PUBLIC SPONSOR.**

2 (a) IN GENERAL.—Section 47133(b) is amended—

3 (1) by striking “Subsection (a) shall not apply
4 if” and inserting the following:

5 “(1) PRIOR LAWS AND AGREEMENTS.—Sub-
6 section (a) shall not apply if”; and

7 (2) by adding at the end the following:

8 “(2) SALE OF PRIVATE AIRPORT TO PUBLIC
9 SPONSOR.—In the case of a privately owned airport,
10 subsection (a) shall not apply to the proceeds from
11 the sale of the airport to a public sponsor if—

12 “(A) the sale is approved by the Secretary;

13 “(B) funding is provided under this sub-
14 title for any portion of the public sponsor’s ac-
15 quisition of airport land; and

16 “(C) an amount equal to the remaining
17 unamortized portion of any airport improve-
18 ment grant made to that airport for purposes
19 other than land acquisition, amortized over a
20 20-year period, plus an amount equal to the
21 Federal share of the current fair market value
22 of any land acquired with an airport improve-
23 ment grant made to that airport on or after Oc-
24 tober 1, 1996, is repaid to the Secretary by the
25 private owner.

1 “(3) TREATMENT OF REPAYMENTS.—Repay-
2 ments referred to in paragraph (2)(C) shall be treat-
3 ed as a recovery of prior year obligations.”.

4 (b) APPLICABILITY TO GRANTS.—The amendments
5 made by subsection (a) shall apply to grants issued on
6 or after October 1, 1996.

7 **SEC. 143. AIRPORT PRIVATIZATION PILOT PROGRAM.**

8 (a) APPROVAL REQUIREMENTS.—Section 47134 is
9 amended in subsections (b)(1)(A)(i), (b)(1)(A)(ii),
10 (c)(4)(A), and (c)(4)(B) by striking “65 percent” each
11 place it appears and inserting “75 percent”.

12 (b) PROHIBITION ON RECEIPT OF FUNDS.—

13 (1) SECTION 47134.—Section 47134 is amended
14 by adding at the end the following:

15 “(n) PROHIBITION ON RECEIPT OF CERTAIN
16 FUNDS.—An airport receiving an exemption under sub-
17 section (b) shall be prohibited from receiving apportion-
18 ments under section 47114 or discretionary funds under
19 section 47115.”.

20 (2) CONFORMING AMENDMENTS.—Section
21 47134(g) is amended—

22 (A) in the subsection heading by striking
23 “APPORTIONMENTS;”;

24 (B) in paragraph (1) by striking the semi-
25 colon at the end and inserting “; or”;

1 (C) by striking paragraph (2); and

2 (D) by redesignating paragraph (3) as
3 paragraph (2).

4 (c) FEDERAL SHARE OF PROJECT COSTS.—Section
5 47109(a) is amended—

6 (1) by striking the semicolon at the end of
7 paragraph (3) and inserting “; and”;

8 (2) by striking paragraph (4); and

9 (3) by redesignating paragraph (5) as para-
10 graph (4).

11 **SEC. 144. AIRPORT SECURITY PROGRAM.**

12 Section 47137(g) is amended by striking
13 “\$5,000,000” and inserting “\$8,500,000”.

14 **SEC. 145. SUNSET OF PILOT PROGRAM FOR PURCHASE OF**
15 **AIRPORT DEVELOPMENT RIGHTS.**

16 Section 47138 is amended by adding at the end the
17 following:

18 “(f) SUNSET.—This section shall not be in effect
19 after September 30, 2008.”.

20 **SEC. 146. EXTENSION OF GRANT AUTHORITY FOR COMPAT-**
21 **IBLE LAND USE PLANNING AND PROJECTS**
22 **BY STATE AND LOCAL GOVERNMENTS.**

23 Section 47141(f) is amended by striking “March 31,
24 2009” and inserting “September 30, 2012”.

1 **SEC. 147. REPEAL OF LIMITATIONS ON METROPOLITAN**
2 **WASHINGTON AIRPORTS AUTHORITY.**

3 Section 49108, and the item relating to such section
4 in the analysis for chapter 491, are repealed.

5 **SEC. 148. MIDWAY ISLAND AIRPORT.**

6 Section 186(d) of the Vision 100—Century of Avia-
7 tion Reauthorization Act (117 Stat. 2518) is amended by
8 striking “for fiscal years ending before October 1, 2008
9 and for the portion of fiscal year 2009 ending before April
10 1, 2009,” and inserting “October 1, 2012”.

11 **SEC. 149. PUERTO RICO MINIMUM GUARANTEE.**

12 Section 47114(e) is amended—

13 (1) in the subsection heading by inserting “AND
14 PUERTO RICO” after “ALASKA”; and

15 (2) by adding at the end the following:

16 “(5) PUERTO RICO MINIMUM GUARANTEE.—In
17 any fiscal year in which the total amount appor-
18 tioned to airports in Puerto Rico under subsections
19 (c) and (d) is less than 1.5 percent of the total
20 amount apportioned to all airports under subsections
21 (c) and (d), the Secretary shall apportion to the
22 Puerto Rico Ports Authority for airport development
23 projects in such fiscal year an amount equal to the
24 difference between 1.5 percent of the total amounts
25 apportioned under subsections (c) and (d) in such
26 fiscal year and the amount otherwise apportioned

1 under subsections (c) and (d) to airports in Puerto
2 Rico in such fiscal year.”.

3 **SEC. 150. MISCELLANEOUS AMENDMENTS.**

4 (a) TECHNICAL CHANGES TO NATIONAL PLAN OF
5 INTEGRATED AIRPORT SYSTEMS.—Section 47103 is
6 amended—

7 (1) in subsection (a)—

8 (A) by striking “each airport to—” and in-
9 serting “the airport system to—”;

10 (B) in paragraph (1) by striking “system
11 in the particular area;” and inserting “system,
12 including connection to the surface transpor-
13 tation network; and”;

14 (C) in paragraph (2) by striking “; and”
15 and inserting a period; and

16 (D) by striking paragraph (3);

17 (2) in subsection (b)—

18 (A) in paragraph (1) by striking the semi-
19 colon and inserting “; and”;

20 (B) by striking paragraph (2) and redesign-
21 ating paragraph (3) as paragraph (2); and

22 (C) in paragraph (2) (as so redesignated)
23 by striking “, Short Takeoff and Landing/Very
24 Short Takeoff and Landing aircraft oper-
25 ations,”; and

1 (3) in subsection (d) by striking “status of
2 the”.

3 (b) UPDATE VETERANS PREFERENCE DEFINI-
4 TION.—Section 47112(c) is amended—

5 (1) in paragraph (1)—

6 (A) in subparagraph (B) by striking “sepa-
7 rated from” and inserting “discharged or re-
8 leased from active duty in”; and

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

10 “(C) ‘Afghanistan-Iraq war veteran’ means an
11 individual who served on active duty (as defined by
12 section 101 of title 38) in the Armed Forces for a
13 period of more than 180 consecutive days, any part
14 of which occurred during the period beginning on
15 September 11, 2001, and ending on the date pre-
16 scribed by presidential proclamation or by law as the
17 last date of Operation Iraqi Freedom, and who was
18 separated from the Armed Forces under honorable
19 conditions.”; and

20 (2) in paragraph (2) by striking “veterans and”
21 and inserting “veterans, Afghanistan-Iraq war vet-
22 erans, and”.

23 (c) CONSOLIDATION OF TERMINAL DEVELOPMENT
24 PROVISIONS.—Section 47119 is amended—

1 (1) by redesignating subsections (a), (b), (c),
2 and (d) as subsections (b), (c), (d), and (e), respec-
3 tively; and

4 (2) by inserting before subsection (b) (as so re-
5 designated) the following:

6 “(a) TERMINAL DEVELOPMENT PROJECTS.—

7 “(1) IN GENERAL.—The Secretary may approve
8 a project for terminal development (including
9 multimodal terminal development) in a nonrevenue-
10 producing public-use area of a commercial service
11 airport—

12 “(A) if the sponsor certifies that the air-
13 port, on the date the grant application is sub-
14 mitted to the Secretary, has—

15 “(i) all the safety equipment required
16 for certification of the airport under sec-
17 tion 44706;

18 “(ii) all the security equipment re-
19 quired by regulation; and

20 “(iii) provided for access by pas-
21 sengers to the area of the airport for
22 boarding or exiting aircraft that are not
23 air carrier aircraft;

24 “(B) if the cost is directly related to mov-
25 ing passengers and baggage in air commerce

1 within the airport, including vehicles for moving
2 passengers between terminal facilities and be-
3 tween terminal facilities and aircraft; and

4 “(C) under terms necessary to protect the
5 interests of the Government.

6 “(2) PROJECT IN REVENUE-PRODUCING AREAS
7 AND NONREVENUE-PRODUCING PARKING LOTS.—In
8 making a decision under paragraph (1), the Sec-
9 retary may approve as allowable costs the expenses
10 of terminal development in a revenue-producing area
11 and construction, reconstruction, repair, and im-
12 provement in a nonrevenue-producing parking lot
13 if—

14 “(A) except as provided in section
15 47108(e)(3), the airport does not have more
16 than .05 percent of the total annual passenger
17 boardings in the United States; and

18 “(B) the sponsor certifies that any needed
19 airport development project affecting safety, se-
20 curity, or capacity will not be deferred because
21 of the Secretary’s approval.”;

22 (3) in paragraphs (3) and (4)(A) of subsection
23 (b) (as redesignated by paragraph (1) of this sub-
24 section) by striking “section 47110(d)” and insert-
25 ing “subsection (a)”;

1 (4) in paragraph (5) of subsection (b) (as re-
2 designated by paragraph (1) of this subsection) by
3 striking “subsection (b)(1) and (2)” and inserting
4 “subsections (c)(1) and (c)(2)”;

5 (5) in paragraphs (2)(A), (3), and (4) of sub-
6 section (c) (as redesignated by paragraph (1) of this
7 subsection) by striking “section 47110(d) of this
8 title” and inserting “subsection (a)”;

9 (6) in paragraph (2)(B) of subsection (c) (as
10 redesignated by paragraph (1) of this subsection) by
11 striking “section 47110(d)” and inserting “sub-
12 section (a)”;

13 (7) in subsection (c)(5) (as redesignated by
14 paragraph (1) of this subsection) by striking “sec-
15 tion 47110(d)” and inserting “subsection (a)”;

16 (8) by adding at the end the following:

17 “(f) LIMITATION ON DISCRETIONARY FUNDS.—The
18 Secretary may distribute not more than \$20,000,000 from
19 the discretionary fund established under section 47115 for
20 terminal development projects at a nonhub airport or a
21 small hub airport that is eligible to receive discretionary
22 funds under section 47108(e)(3).”.

23 (d) ANNUAL REPORT.—Section 47131(a) is amend-
24 ed—

1 (1) by striking “April 1” and inserting “June
2 1”; and

3 (2) by striking paragraphs (1), (2), (3), and (4)
4 and inserting the following:

5 “(1) a summary of airport development and
6 planning completed;

7 “(2) a summary of individual grants issued;

8 “(3) an accounting of discretionary and appor-
9 tioned funds allocated;

10 “(4) the allocation of appropriations; and”.

11 (e) CORRECTION TO EMISSION CREDITS PROVI-
12 SION.—Section 47139 is amended—

13 (1) in subsection (a) by striking
14 “47102(3)(F),”; and

15 (2) in subsection (b)—

16 (A) by striking “47102(3)(F),”; and

17 (B) by striking “47103(3)(F),”.

18 (f) CONFORMING AMENDMENT TO CIVIL PENALTY
19 ASSESSMENT AUTHORITY.—Section 46301(d)(2) is
20 amended by inserting “46319,” after “46318,”.

21 (g) OTHER CONFORMING AMENDMENTS.—Sections
22 40117(a)(3)(B) and 47108(e)(3) are each amended by
23 striking “section 47110(d)” each place it appears and in-
24 serting “section 47119(a)”.

1 (h) CORRECTION TO SURPLUS PROPERTY AUTHOR-
2 ITY.—Section 47151(e) is amended by striking “(other
3 than real property” and all that follows through “(10
4 U.S.C. 2687 note))”.

5 (i) AIRPORT CAPACITY BENCHMARK REPORTS.—Sec-
6 tion 47175(2) is amended by striking “Airport Capacity
7 Benchmark Report 2001” and inserting “2001 and 2004
8 Airport Capacity Benchmark Reports or table 1 of the
9 Federal Aviation Administration’s most recent airport ca-
10 pacity benchmark report”.

11 **TITLE II—NEXT GENERATION**
12 **AIR TRANSPORTATION SYS-**
13 **TEM AND AIR TRAFFIC CON-**
14 **TROL MODERNIZATION**

15 **SEC. 201. MISSION STATEMENT; SENSE OF CONGRESS.**

16 (a) FINDINGS.—Congress finds the following:

17 (1) The United States faces a great national
18 challenge as the Nation’s aviation infrastructure is
19 at a crossroads.

20 (2) The demand for aviation services, a critical
21 element of the United States economy, vital in sup-
22 porting the quality of life of the people of the United
23 States, and critical in support of the Nation’s de-
24 fense and national security, is growing at an ever in-
25 creasing rate. At the same time, the ability of the

1 United States air transportation system to expand
2 and change to meet this increasing demand is lim-
3 ited.

4 (3) The aviation industry accounts for more
5 than 11,000,000 jobs in the United States and con-
6 tributes approximately \$741,000,000,000 annually
7 to the United States gross domestic product.

8 (4) The United States air transportation sys-
9 tem continues to drive economic growth in the
10 United States and will continue to be a major eco-
11 nomic driver as air traffic triples over the next 20
12 years.

13 (5) The Next Generation Air Transportation
14 System (in this section referred to as the “NextGen
15 System”) is the system for achieving long-term
16 transformation of the United States air transpor-
17 tation system that focuses on developing and imple-
18 menting new technologies and that will set the stage
19 for the long-term development of a scalable and
20 more flexible air transportation system without com-
21 promising the unprecedented safety record of United
22 States aviation.

23 (6) The benefits of the NextGen System, in
24 terms of promoting economic growth and develop-
25 ment, are enormous.

1 (7) The NextGen System will guide the path of
2 the United States air transportation system in the
3 challenging years ahead.

4 (b) SENSE OF CONGRESS.—It is the sense of Con-
5 gress that—

6 (1) modernizing the air transportation system
7 is a national priority and the United States must
8 make a commitment to revitalizing this essential
9 component of the Nation’s transportation infrastruc-
10 ture;

11 (2) one fundamental requirement for the suc-
12 cess of the NextGen System is strong leadership and
13 sufficient resources;

14 (3) the Joint Planning and Development Office
15 of the Federal Aviation Administration and the Next
16 Generation Air Transportation System Senior Policy
17 Committee, each established by Congress in 2003,
18 will lead and facilitate this important national mis-
19 sion to ensure that the programs and capabilities of
20 the NextGen System are carefully integrated and
21 aligned;

22 (4) Government agencies and industry must
23 work together, carefully integrating and aligning
24 their work to meet the needs of the NextGen System

1 in the development of budgets, programs, planning,
2 and research;

3 (5) the Department of Transportation, the Fed-
4 eral Aviation Administration, the Department of De-
5 fense, the Department of Homeland Security, the
6 Department of Commerce, and the National Aero-
7 nautics and Space Administration must work in co-
8 operation and make transformational improvements
9 to the United States air transportation infrastruc-
10 ture a priority; and

11 (6) due to the critical importance of the
12 NextGen System to the economic and national secu-
13 rity of the United States, partner departments and
14 agencies must be provided with the resources re-
15 quired to complete the implementation of the
16 NextGen System.

17 **SEC. 202. NEXT GENERATION AIR TRANSPORTATION SYS-**
18 **TEM JOINT PLANNING AND DEVELOPMENT**
19 **OFFICE.**

20 (a) ESTABLISHMENT.—

21 (1) ASSOCIATE ADMINISTRATOR FOR THE NEXT
22 GENERATION AIR TRANSPORTATION SYSTEM.—Sec-
23 tion 709(a) of Vision 100—Century of Aviation Re-
24 authorization Act (49 U.S.C. 40101 note; 117 Stat.
25 2582) is amended—

1 (A) by redesignating paragraphs (2), (3),
2 and (4) as paragraphs (3), (4), and (5), respec-
3 tively; and

4 (B) by inserting after paragraph (1) the
5 following:

6 “(2) The director of the Office shall be the Associate
7 Administrator for the Next Generation Air Transportation
8 System, who shall be appointed by the Administrator of
9 the Federal Aviation Administration. The Associate Ad-
10 ministrator shall report to the Administrator.”.

11 (2) RESPONSIBILITIES.—Section 709(a)(3) of
12 such Act (as redesignated by paragraph (1) of this
13 subsection) is amended—

14 (A) in subparagraph (G) by striking “;
15 and” and inserting a semicolon;

16 (B) in subparagraph (H) by striking the
17 period at the end and inserting “; and”; and

18 (C) by adding at the end the following:

19 “(I) establishing specific quantitative goals
20 for the safety, capacity, efficiency, performance,
21 and environmental impacts of each phase of
22 Next Generation Air Transportation System im-
23 plementation activities and measuring actual
24 operational experience against those goals, tak-
25 ing into account noise pollution reduction con-

1 cerns of affected communities to the greatest
2 extent practicable in establishing the environ-
3 mental goals;

4 “(J) working to ensure global interoper-
5 ability of the Next Generation Air Transpor-
6 tation System;

7 “(K) working to ensure the use of weather
8 information and space weather information in
9 the Next Generation Air Transportation System
10 as soon as possible;

11 “(L) overseeing, with the Administrator of
12 the Federal Aviation Administration, the selec-
13 tion of products or outcomes of research and
14 development activities that would be moved to
15 the next stage of a demonstration project; and

16 “(M) maintaining a baseline modeling and
17 simulation environment for testing and evalu-
18 ating alternative concepts to satisfy Next Gen-
19 eration Air Transportation enterprise architec-
20 ture requirements.”.

21 (3) COOPERATION WITH OTHER FEDERAL
22 AGENCIES.—Section 709(a)(4) of such Act (as re-
23 designated by paragraph (1) of this subsection) is
24 amended—

1 (A) by striking “(4)” and inserting
2 “(4)(A)”; and

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

4 “(B) The Secretary of Defense, the Administrator of
5 the National Aeronautics and Space Administration, the
6 Secretary of Commerce, the Secretary of Homeland Secu-
7 rity, and the head of any other Federal agency from which
8 the Secretary of Transportation requests assistance under
9 subparagraph (A) shall designate a senior official in the
10 agency to be responsible for—

11 “(i) carrying out the activities of the agency re-
12 lating to the Next Generation Air Transportation
13 System in coordination with the Office, including the
14 execution of all aspects of the work of the agency in
15 developing and implementing the integrated work
16 plan described in subsection (b)(5);

17 “(ii) serving as a liaison for the agency in ac-
18 tivities of the agency relating to the Next Generation
19 Air Transportation System and coordinating with
20 other Federal agencies involved in activities relating
21 to the System; and

22 “(iii) ensuring that the agency meets its obliga-
23 tions as set forth in any memorandum of under-
24 standing executed by or on behalf of the agency re-

1 lating to the Next Generation Air Transportation
2 System.

3 “(C) The head of a Federal agency referred to in sub-
4 paragraph (B) shall ensure that—

5 “(i) the responsibilities of the agency relating to
6 the Next Generation Air Transportation System are
7 clearly communicated to the senior official of the
8 agency designated under subparagraph (B); and

9 “(ii) the performance of the senior official in
10 carrying out the responsibilities of the agency relat-
11 ing to the Next Generation Air Transportation Sys-
12 tem is reflected in the official’s annual performance
13 evaluations and compensation.

14 “(D) The head of a Federal agency referred to in
15 subparagraph (B) shall—

16 “(i) establish or designate an office within the
17 agency to carry out its responsibilities under the
18 memorandum of understanding under the super-
19 vision of the designated official; and

20 “(ii) ensure that the designated official has suf-
21 ficient budgetary authority and staff resources to
22 carry out the agency’s Next Generation Air Trans-
23 portation System responsibilities as set forth in the
24 integrated plan under subsection (b).

1 “(E) Not later than 6 months after the date of enact-
2 ment of this subparagraph, the head of each Federal agen-
3 cy that has responsibility for carrying out any activity
4 under the integrated plan under subsection (b) shall exe-
5 cute a memorandum of understanding with the Office obli-
6 gating that agency to carry out the activity.”.

7 (4) COORDINATION WITH OMB.—Section 709(a)
8 of such Act (117 Stat. 2582) is further amended by
9 adding at the end the following:

10 “(6)(A) The Office shall work with the Director of
11 the Office of Management and Budget to develop a process
12 whereby the Director will identify projects related to the
13 Next Generation Air Transportation System across the
14 agencies referred to in paragraph (4)(A) and consider the
15 Next Generation Air Transportation System as a unified,
16 cross-agency program.

17 “(B) The Director, to the maximum extent prac-
18 ticable, shall—

19 “(i) ensure that—

20 “(I) each Federal agency covered by the
21 plan has sufficient funds requested in the Presi-
22 dent’s budget, as submitted under section
23 1105(a) of title 31, United States Code, for
24 each fiscal year covered by the plan to carry out
25 its responsibilities under the plan; and

1 “(II) the development and implementation
2 of the Next Generation Air Transportation Sys-
3 tem remains on schedule;

4 “(ii) include, in the President’s budget, a state-
5 ment of the portion of the estimated budget of each
6 Federal agency covered by the plan that relates to
7 the activities of the agency under the Next Genera-
8 tion Air Transportation System initiative; and

9 “(iii) identify and justify as part of the Presi-
10 dent’s budget submission any inconsistencies be-
11 tween the plan and amounts requested in the budg-
12 et.

13 “(7) The Associate Administrator of the Next Gen-
14 eration Air Transportation System shall be a voting mem-
15 ber of the Joint Resources Council of the Federal Aviation
16 Administration.”.

17 (b) INTEGRATED PLAN.—Section 709(b) of such Act
18 (117 Stat. 2583) is amended—

19 (1) in the matter preceding paragraph (1)—

20 (A) by striking “meets air” and inserting
21 “meets anticipated future air”; and

22 (B) by striking “beyond those currently in-
23 cluded in the Federal Aviation Administration’s
24 operational evolution plan”;

1 (2) by striking “and” at the end of paragraph
2 (3);

3 (3) by striking the period at the end of para-
4 graph (4) and inserting “; and”; and

5 (4) by adding at the end the following:

6 “(5) a multiagency integrated work plan for the
7 Next Generation Air Transportation System that in-
8 cludes—

9 “(A) an outline of the activities required to
10 achieve the end-state architecture, as expressed
11 in the concept of operations and enterprise ar-
12 chitecture documents, that identifies each Fed-
13 eral agency or other entity responsible for each
14 activity in the outline;

15 “(B) details on a year-by-year basis of spe-
16 cific accomplishments, activities, research re-
17 quirements, rulemakings, policy decisions, and
18 other milestones of progress for each Federal
19 agency or entity conducting activities relating to
20 the Next Generation Air Transportation Sys-
21 tem;

22 “(C) for each element of the Next Genera-
23 tion Air Transportation System, an outline, on
24 a year-by-year basis, of what is to be accom-
25 plished in that year toward meeting the Next

1 Generation Air Transportation System’s end-
2 state architecture, as expressed in the concept
3 of operations and enterprise architecture docu-
4 ments, as well as identifying each Federal agen-
5 cy or other entity that will be responsible for
6 each component of any research, development,
7 or implementation program;

8 “(D) an estimate of all necessary expendi-
9 tures on a year-by-year basis, including a state-
10 ment of each Federal agency or entity’s respon-
11 sibility for costs and available resources, for
12 each stage of development from the basic re-
13 search stage through the demonstration and im-
14 plementation phase;

15 “(E) a clear explanation of how each step
16 in the development of the Next Generation Air
17 Transportation System will lead to the following
18 step and of the implications of not successfully
19 completing a step in the time period described
20 in the integrated work plan;

21 “(F) a transition plan for the implementa-
22 tion of the Next Generation Air Transportation
23 System that includes date-specific milestones
24 for the implementation of new capabilities into
25 the national airspace system; and

1 “(G) date-specific timetables for meeting
2 the environmental goals identified in subsection
3 (a)(3)(I).”.

4 (c) NEXTGEN IMPLEMENTATION PLAN.—Section
5 709(d) of such Act (117 Stat. 2584) is amended to read
6 as follows:

7 “(d) NEXTGEN IMPLEMENTATION PLAN.—The Ad-
8 ministrator of the Federal Aviation Administration shall
9 develop and publish annually the document known as the
10 ‘NextGen Implementation Plan’, or any successor docu-
11 ment, that provides a detailed description of how the agen-
12 cy is implementing the Next Generation Air Transpor-
13 tation System.”.

14 (d) AUTHORIZATION OF APPROPRIATIONS.—Section
15 709(e) of such Act (117 Stat. 2584) is amended by strik-
16 ing “2010” and inserting “2012”.

17 (e) CONTINGENCY PLANNING.—The Associate Ad-
18 ministrator for the Next Generation Air Transportation
19 System shall, as part of the design of the System, develop
20 contingency plans for dealing with the degradation of the
21 System in the event of a natural disaster, major equip-
22 ment failure, or act of terrorism.

1 **SEC. 203. NEXT GENERATION AIR TRANSPORTATION SEN-**
2 **IOR POLICY COMMITTEE.**

3 (a) MEETINGS.—Section 710(a) of Vision 100—Cen-
4 tury of Aviation Reauthorization Act (49 U.S.C. 40101
5 note; 117 Stat. 2584) is amended by inserting before the
6 period at the end the following “and shall meet at least
7 twice each year”.

8 (b) ANNUAL REPORT.—Section 710 of such Act (117
9 Stat. 2584) is amended by adding at the end the following:

10 “(e) ANNUAL REPORT.—

11 “(1) SUBMISSION TO CONGRESS.—Not later
12 than one year after the date of enactment of this
13 subsection, and annually thereafter on the date of
14 submission of the President’s budget request to Con-
15 gress under section 1105(a) of title 31, United
16 States Code, the Secretary shall submit to the Com-
17 mittee on Transportation and Infrastructure and the
18 Committee on Science and Technology of the House
19 of Representatives and the Committee on Commerce,
20 Science, and Transportation of the Senate a report
21 summarizing the progress made in carrying out the
22 integrated work plan required by section 709(b)(5)
23 and any changes in that plan.

24 “(2) CONTENTS.—The report shall include—

25 “(A) a copy of the updated integrated
26 work plan;

1 “(B) a description of the progress made in
2 carrying out the integrated work plan and any
3 changes in that plan, including any changes
4 based on funding shortfalls and limitations set
5 by the Office of Management and Budget;

6 “(C) a detailed description of—

7 “(i) the success or failure of each item
8 of the integrated work plan for the pre-
9 vious year and relevant information as to
10 why any milestone was not met; and

11 “(ii) the impact of not meeting the
12 milestone and what actions will be taken in
13 the future to account for the failure to
14 complete the milestone;

15 “(D) an explanation of any change to fu-
16 ture years in the integrated work plan and the
17 reasons for such change; and

18 “(E) an identification of the levels of fund-
19 ing for each agency participating in the inte-
20 grated work plan devoted to programs and ac-
21 tivities under the plan for the previous fiscal
22 year and in the President’s budget request.”.

23 **SEC. 204. AUTOMATIC DEPENDENT SURVEILLANCE-BROAD-**
24 **CAST SERVICES.**

25 (a) REPORT ON FAA PROGRAM AND SCHEDULE.—

1 (1) IN GENERAL.—The Administrator of the
2 Federal Aviation Administration shall prepare a re-
3 port detailing the program and schedule for inte-
4 grating automatic dependent surveillance-broadcast
5 (in this section referred to as “ADS-B”) technology
6 into the national airspace system.

7 (2) CONTENTS.—The report shall include—

8 (A) a description of segment 1 and seg-
9 ment 2 activity to acquire ADS-B services;

10 (B) a description of plans for implementa-
11 tion of advanced operational procedures and
12 ADS-B air-to-air applications; and

13 (C) a discussion of protections that the
14 Administration will require as part of any con-
15 tract or program in the event of a contractor’s
16 default, bankruptcy, acquisition by another en-
17 tity, or any other event jeopardizing the unin-
18 terrupted provision of ADS-B services.

19 (3) SUBMISSION TO CONGRESS.—Not later than
20 90 days after the date of enactment of this Act, the
21 Administrator shall submit to the Committee on
22 Transportation and Infrastructure of the House of
23 Representatives and the Committee on Commerce,
24 Science, and Transportation of the Senate the report
25 prepared under paragraph (1).

1 (b) REQUIREMENTS OF FAA CONTRACTS FOR ADS-
2 B SERVICES.—Any contract entered into by the Adminis-
3 trator with an entity to acquire ADS-B services shall con-
4 tain terms and conditions that—

5 (1) require approval by the Administrator be-
6 fore the contract may be assigned to or assumed by
7 another entity, including any successor entity, sub-
8 sidiary of the contractor, or other corporate entity;

9 (2) provide that the assets, equipment, hard-
10 ware, and software used in the performance of the
11 contract be designated as critical national infrastruc-
12 ture for national security and related purposes;

13 (3) require the contractor to provide continued
14 broadcast services for a reasonable period, as deter-
15 mined by the Administrator, until the provision of
16 such services can be transferred to another vendor
17 or to the Government in the event of a termination
18 of the contract;

19 (4) require the contractor to provide continued
20 broadcast services for a reasonable period, as deter-
21 mined by the Administrator, until the provision of
22 such services can be transferred to another vendor
23 or to the Government in the event of material non-
24 performance, as determined by the Administrator;
25 and

1 (5) permit the Government to acquire or utilize
2 for a reasonable period, as determined by the Ad-
3 ministrator, the assets, equipment, hardware, and
4 software necessary to ensure the continued and un-
5 interrupted provision of ADS-B services and to have
6 ready access to such assets, equipment, hardware,
7 and software through its own personnel, agents, or
8 others, if the Administrator provides reasonable
9 compensation for such acquisition or utilization.

10 (c) REVIEW BY DOT INSPECTOR GENERAL.—

11 (1) IN GENERAL.—The Inspector General of
12 the Department of Transportation shall conduct a
13 review concerning the Federal Aviation Administra-
14 tion’s award and oversight of any contract entered
15 into by the Administration to provide ADS-B serv-
16 ices for the national airspace system.

17 (2) CONTENTS.—The review shall include, at a
18 minimum—

19 (A) an examination of how program risks
20 are being managed;

21 (B) an assessment of expected benefits at-
22 tributable to the deployment of ADS-B services,
23 including the implementation of advanced oper-
24 ational procedures and air-to-air applications as

1 well as to the extent to which ground radar will
2 be retained;

3 (C) a determination of whether the Admin-
4 istration has established sufficient mechanisms
5 to ensure that all design, acquisition, operation,
6 and maintenance requirements have been met
7 by the contractor;

8 (D) an assessment of whether the Admin-
9 istration and any contractors are meeting cost,
10 schedule, and performance milestones, as meas-
11 ured against the original baseline of the Admin-
12 istration's program for providing ADS-B serv-
13 ices;

14 (E) an assessment of whether security
15 issues are being adequately addressed in the
16 overall design and implementation of the ADS-
17 B system; and

18 (F) any other matters or aspects relating
19 to contract implementation and oversight that
20 the Inspector General determines merit atten-
21 tion.

22 (3) REPORTS TO CONGRESS.—The Inspector
23 General shall periodically, on at least an annual
24 basis, submit to the Committee on Transportation
25 and Infrastructure of the House of Representatives

1 and the Committee on Commerce, Science, and
2 Transportation of the Senate a report on the results
3 of the review conducted under this subsection.

4 **SEC. 205. INCLUSION OF STAKEHOLDERS IN AIR TRAFFIC**
5 **CONTROL MODERNIZATION PROJECTS.**

6 (a) IN GENERAL.—The Administrator of the Federal
7 Aviation Administration shall establish a process for in-
8 cluding in the planning, development, and deployment of
9 air traffic control modernization projects (including the
10 Next Generation Air Transportation System) and collabo-
11 rating with qualified employees selected by each exclusive
12 collective bargaining representative of employees of the
13 Administration who are likely to be impacted by such plan-
14 ning, development, and deployment.

15 (b) PARTICIPATION.—

16 (1) BARGAINING OBLIGATIONS AND RIGHTS.—
17 Participation in the process described in subsection
18 (a) shall not be construed as a waiver of any bar-
19 gaining obligations or rights under section
20 40122(a)(1) or 40122(g)(2)(C) of title 49, United
21 States Code.

22 (2) CAPACITY AND COMPENSATION.—Exclusive
23 collective bargaining representatives and selected
24 employees participating in the process described in
25 subsection (a) shall—

1 (A) serve in a collaborative and advisory
2 capacity; and

3 (B) receive appropriate travel and per
4 diem expenses in accordance with the travel
5 policies of the Administration in addition to any
6 regular compensation and benefits.

7 (c) REPORT.—Not later than 180 days after the date
8 of enactment of this Act, the Administrator shall submit
9 to the Committee on Transportation and Infrastructure
10 of the House of Representatives and the Committee on
11 Commerce, Science, and Transportation of the Senate a
12 report on the implementation of this section.

13 **SEC. 206. GAO REVIEW OF CHALLENGES ASSOCIATED WITH**
14 **TRANSFORMING TO THE NEXT GENERATION**
15 **AIR TRANSPORTATION SYSTEM.**

16 (a) IN GENERAL.—The Comptroller General shall
17 conduct a review of the progress and challenges associated
18 with transforming the Nation’s air traffic control system
19 into the Next Generation Air Transportation System (in
20 this section referred to as the “NextGen System”).

21 (b) REVIEW.—The review shall include the following:

22 (1) An evaluation of the continued implementa-
23 tion and institutionalization of the processes that are
24 key to the ability of the Air Traffic Organization to
25 effectively maintain management structures and sys-

1 tems acquisitions procedures utilized under the cur-
2 rent air traffic control modernization program as a
3 basis for the NextGen System.

4 (2) An assessment of the progress and chal-
5 lenges associated with collaboration and contribu-
6 tions of the partner agencies working with the Joint
7 Planning and Development Office of the Federal
8 Aviation Administration (in this section referred to
9 as the “JPDO”) in planning and implementing the
10 NextGen System.

11 (3) The progress and challenges associated with
12 coordinating government and industry stakeholders
13 in activities relating to the NextGen System, includ-
14 ing an assessment of the contributions of the
15 NextGen Institute.

16 (4) An assessment of planning and implementa-
17 tion of the NextGen System against established
18 schedules, milestones, and budgets.

19 (5) An evaluation of the recently modified orga-
20 nizational structure of the JPDO.

21 (6) An examination of transition planning by
22 the Air Traffic Organization and the JPDO.

23 (7) Any other matters or aspects of planning
24 and coordination of the NextGen System by the

1 Federal Aviation Administration and the JPDO that
2 the Comptroller General determines appropriate.

3 (c) REPORTS.—

4 (1) REPORT TO CONGRESS ON PRIORITIES.—

5 Not later than one year after the date of enactment
6 of this Act, the Comptroller General shall determine
7 the priority of topics to be reviewed under this sec-
8 tion and report such priorities to the Committee on
9 Transportation and Infrastructure and the Com-
10 mittee on Science and Technology of the House of
11 Representatives and the Committee on Commerce,
12 Science, and Transportation of the Senate.

13 (2) PERIODIC REPORTS TO CONGRESS ON RE-
14 SULTS OF THE REVIEW.—The Comptroller General
15 shall periodically submit to the committees referred
16 to in paragraph (1) a report on the results of the
17 review conducted under this section.

18 **SEC. 207. GAO REVIEW OF NEXT GENERATION AIR TRANS-**
19 **PORTATION SYSTEM ACQUISITION AND PRO-**
20 **CEDURES DEVELOPMENT.**

21 (a) STUDY.—The Comptroller General shall conduct
22 a review of the progress made and challenges related to
23 the acquisition of designated technologies and the develop-
24 ment of procedures for the Next Generation Air Transpor-

1 tation System (in this section referred to as the “NextGen
2 System”).

3 (b) SPECIFIC SYSTEMS REVIEW.—The review shall
4 include, at a minimum, an examination of the acquisition
5 costs, schedule, and other relevant considerations for the
6 following systems:

7 (1) En Route Automation Modernization
8 (ERAM).

9 (2) Standard Terminal Automation Replace-
10 ment System/Common Automated Radar Terminal
11 System (STARS/CARTS).

12 (3) Automatic Dependent Surveillance-Broad-
13 cast (ADS-B).

14 (4) System Wide Information Management
15 (SWIM).

16 (5) Traffic Flow Management Modernization
17 (TFM-M).

18 (c) REVIEW.—The review shall include, at a min-
19 imum, an assessment of the progress and challenges re-
20 lated to the development of standards, regulations, and
21 procedures that will be necessary to implement the
22 NextGen System, including required navigation perform-
23 ance, area navigation, the airspace management program,
24 and other programs and procedures that the Comptroller

1 General identifies as relevant to the transformation of the
2 air traffic system.

3 (d) PERIODIC REPORTS TO CONGRESS ON RESULTS
4 OF THE REVIEW.—The Comptroller General shall periodi-
5 cally submit to the Committee on Transportation and In-
6 frastructure and the Committee on Science and Tech-
7 nology of the House of Representatives and the Committee
8 on Commerce, Science, and Transportation of the Senate
9 a report on the results of the review conducted under this
10 section.

11 **SEC. 208. DOT INSPECTOR GENERAL REVIEW OF OPER-**
12 **ATIONAL AND APPROACH PROCEDURES BY A**
13 **THIRD PARTY.**

14 (a) REVIEW.—The Inspector General of the Depart-
15 ment of Transportation shall conduct a review regarding
16 the effectiveness of the oversight activities conducted by
17 the Federal Aviation Administration in connection with
18 any agreement with or delegation of authority to a third
19 party for the development of flight procedures for the na-
20 tional airspace system.

21 (b) ASSESSMENTS.—The Inspector General shall in-
22 clude, at a minimum, in the review—

23 (1) an assessment of the extent to which the
24 Federal Aviation Administration is relying or in-
25 tends to rely on a third party for the development

1 of new procedures and a determination of whether
2 the Administration has established sufficient mecha-
3 nisms and staffing to provide safety oversight of a
4 third party; and

5 (2) an assessment regarding whether the Ad-
6 ministration has sufficient existing personnel and
7 technical resources or mechanisms to develop such
8 flight procedures in a safe and efficient manner to
9 meet the demands of the national airspace system
10 without the use of third party resources.

11 (c) REPORT.—Not later than one year after the date
12 of enactment of this Act, the Inspector General shall sub-
13 mit to the Committee on Transportation and Infrastruc-
14 ture of the House of Representatives and the Committee
15 on Commerce, Science, and Transportation of the Senate
16 a report on the results of the review conducted under this
17 section, including the assessments described in subsection
18 (b).

19 **SEC. 209. EXPERT REVIEW OF ENTERPRISE ARCHITECTURE**
20 **FOR NEXT GENERATION AIR TRANSPOR-**
21 **TATION SYSTEM.**

22 (a) REVIEW.—The Administrator of the Federal
23 Aviation Administration shall enter into an arrangement
24 with the National Research Council to review the enter-

1 prise architecture for the Next Generation Air Transpor-
2 tation System.

3 (b) CONTENTS.—At a minimum, the review to be
4 conducted under subsection (a) shall—

5 (1) highlight the technical activities, including
6 human-system design, organizational design, and
7 other safety and human factor aspects of the system,
8 that will be necessary to successfully transition cur-
9 rent and planned modernization programs to the fu-
10 ture system envisioned by the Joint Planning and
11 Development Office of the Administration;

12 (2) assess technical, cost, and schedule risk for
13 the software development that will be necessary to
14 achieve the expected benefits from a highly auto-
15 mated air traffic management system and the impli-
16 cations for ongoing modernization projects; and

17 (3) include judgments on how risks with auto-
18 mation efforts for the Next Generation Air Trans-
19 portation System can be mitigated based on the ex-
20 periences of other public or private entities in devel-
21 oping complex, software-intensive systems.

22 (c) REPORT.—Not later than one year after the date
23 of enactment of this Act, the Administrator shall submit
24 to Congress a report containing the results of the review
25 conducted pursuant to subsection (a).

1 **SEC. 210. NEXTGEN TECHNOLOGY TESTBED.**

2 Of amounts appropriated under section 48101(a) of
3 title 49, United States Code, the Administrator of the
4 Federal Aviation Administration shall use such sums as
5 may be necessary for each of the fiscal years 2009 through
6 2012 to contribute to the establishment by a public-private
7 partnership (including a university component with sig-
8 nificant aviation expertise in air traffic management, sim-
9 ulation, meteorology, and engineering and aviation busi-
10 ness) an airport-based testing site for existing Next Gen-
11 eration Air Transport System technologies. The Adminis-
12 trator shall ensure that next generation air traffic control
13 integrated systems developed by private industries are in-
14 stalled at the site for demonstration, operational research,
15 and evaluation by the Administration. The testing site
16 shall serve a mix of general aviation and commercial traf-
17 fic.

18 **SEC. 211. CLARIFICATION OF AUTHORITY TO ENTER INTO**
19 **REIMBURSABLE AGREEMENTS.**

20 Section 106(m) is amended in the last sentence by
21 inserting “with or” before “without reimbursement”.

22 **SEC. 212. DEFINITION OF AIR NAVIGATION FACILITY.**

23 Section 40102(a)(4) is amended—

24 (1) by redesignating subparagraph (D) as sub-
25 paragraph (E);

1 (2) by striking subparagraphs (B) and (C) and
2 inserting the following:

3 “(B) runway lighting and airport surface
4 visual and other navigation aids;

5 “(C) aeronautical and meteorological infor-
6 mation to air traffic control facilities or air-
7 craft;

8 “(D) communication, navigation, or sur-
9 veillance equipment for air-to-ground or air-to-
10 air applications;”;

11 (3) in subparagraph (E) (as redesignated by
12 paragraph (1) of this section)—

13 (A) by striking “another structure” and
14 inserting “any structure, equipment,”; and

15 (B) by striking the period at the end and
16 inserting “; and”; and

17 (4) by adding at the end the following:

18 “(F) buildings, equipment, and systems
19 dedicated to the national airspace system.”.

20 **SEC. 213. IMPROVED MANAGEMENT OF PROPERTY INVEN-**
21 **TORY.**

22 Section 40110(a)(2) is amended by striking “com-
23 pensation” and inserting “compensation, and the amount
24 received shall be credited as an offsetting collection to the

1 account from which the amount was expended and shall
2 remain available until expended”.

3 **SEC. 214. CLARIFICATION TO ACQUISITION REFORM AU-**
4 **THORITY.**

5 Section 40110(c) is amended—

6 (1) by striking the semicolon at the end of
7 paragraph (3) and inserting “; and”;

8 (2) by striking paragraph (4); and

9 (3) by redesignating paragraph (5) as para-
10 graph (4).

11 **SEC. 215. ASSISTANCE TO FOREIGN AVIATION AUTHORI-**
12 **TIES.**

13 Section 40113(e) is amended—

14 (1) in paragraph (1)—

15 (A) by inserting “public and private” be-
16 fore “foreign aviation authorities”; and

17 (B) by striking the period at the end of the
18 first sentence and inserting “or efficiency. The
19 Administrator may participate in, and submit
20 offers in response to, competitions to provide
21 such services and may contract with foreign
22 aviation authorities to provide such services
23 consistent with section 106(l)(6). Notwith-
24 standing any other provision of law or policy,

1 the Administrator may accept payments re-
2 ceived under this subsection in arrears.”; and

3 (2) in paragraph (3) by striking “credited” and
4 all that follows through the period at the end and
5 inserting “credited as an offsetting collection to the
6 account from which the expenses were incurred in
7 providing such services and shall remain available
8 until expended.”.

9 **SEC. 216. FRONT LINE MANAGER STAFFING.**

10 (a) **STUDY.**—Not later than 90 days after the date
11 of enactment of this Act, the Administrator of the Federal
12 Aviation Administration shall initiate a study on front line
13 manager staffing requirements in air traffic control facili-
14 ties.

15 (b) **CONSIDERATIONS.**—In conducting the study, the
16 Administrator shall take into consideration—

17 (1) the number of supervisory positions of oper-
18 ation requiring watch coverage in each air traffic
19 control facility;

20 (2) coverage requirements in relation to traffic
21 demand;

22 (3) facility type;

23 (4) complexity of traffic and managerial respon-
24 sibilities;

25 (5) proficiency and training requirements; and

1 (6) such other factors as the Administrator con-
2 siders appropriate.

3 (c) DETERMINATIONS.—The Administrator shall
4 transmit any determinations made as a result of the study
5 to the Chief Operating Officer for the air traffic control
6 system.

7 (d) REPORT.—Not later than one year after the date
8 of enactment of this Act, the Administrator shall submit
9 to the Committee on Transportation and Infrastructure
10 of the House of Representatives and the Committee on
11 Commerce, Science, and Transportation of the Senate a
12 report on the results of the study and a description of any
13 determinations submitted to the Chief Operating Officer
14 under subsection (c).

15 **SEC. 217. FLIGHT SERVICE STATIONS.**

16 (a) ESTABLISHMENT OF MONITORING SYSTEM.—Not
17 later than 60 days after the date of enactment of this Act,
18 the Administrator of the Federal Aviation Administration
19 shall develop and implement a monitoring system for flight
20 service specialist staffing and training under service con-
21 tracts for flight service stations.

22 (b) COMPONENTS.—At a minimum, the monitoring
23 system shall include mechanisms to monitor—

24 (1) flight specialist staffing plans for individual
25 facilities;

1 (2) actual staffing levels for individual facilities;

2 (3) the initial and recurrent certification and
3 training of flight service specialists on the safety,
4 operational, and technological aspects of flight serv-
5 ices, including any certification and training nec-
6 essary to meet user demand; and

7 (4) system outages, excessive hold times,
8 dropped calls, poor quality briefings, and any other
9 safety or customer service issues under a contract
10 for flight service station services.

11 (c) REPORT TO CONGRESS.—Not later than 90 days
12 after the date of enactment of this Act, the Administrator
13 shall submit to the Committee on Transportation and In-
14 frastructure of the House of Representatives and the Com-
15 mittee on Commerce, Science, and Transportation of the
16 Senate a report containing—

17 (1) a description of monitoring system;

18 (2) if the Administrator determines that con-
19 tractual changes or corrective actions are required
20 for the Administration to ensure that the vendor
21 under a contract for flight service station services
22 provides safe and high quality service to consumers,
23 a description of the changes or actions required; and

24 (3) a description of the contingency plans of the
25 Administrator and the protections that the Adminis-

1 trator will have in place to provide uninterrupted
2 flight service station services in the event of—

3 (A) material non-performance of the con-
4 tract;

5 (B) a vendor's default, bankruptcy, or ac-
6 quisition by another entity; or

7 (C) any other event that could jeopardize
8 the uninterrupted provision of flight service sta-
9 tion services.

10 **SEC. 218. NEXTGEN RESEARCH AND DEVELOPMENT CEN-**
11 **TER OF EXCELLENCE.**

12 (a) ESTABLISHMENT.—Of the amount appropriated
13 under section 48101(a) of title 49, United States Code,
14 the Administrator of the Federal Aviation Administration
15 shall use such sums as may be necessary for each of fiscal
16 years 2009 through 2012 to contribute to the establish-
17 ment of a center of excellence for the research and devel-
18 opment of Next Generation Air Transportation System
19 technologies.

20 (b) FUNCTIONS.—The center established under sub-
21 section (a) shall—

22 (1) leverage the centers of excellence program
23 of the Federal Aviation Administration, as well as
24 other resources and partnerships, to enhance the de-
25 velopment of Next Generation Air Transportation

1 System technologies within academia and industry;
2 and

3 (2) provide educational, technical, and analyt-
4 ical assistance to the Federal Aviation Administra-
5 tion and other Federal agencies with responsibilities
6 to research and develop Next Generation Air Trans-
7 portation System technologies.

8 **SEC. 219. AIRSPACE REDESIGN.**

9 (a) FINDINGS.—Congress finds the following:

10 (1) The airspace redesign efforts of the Federal
11 Aviation Administration will play a critical near-
12 term role in enhancing capacity, reducing delays,
13 transitioning to more flexible routing, and ultimately
14 saving money in fuel costs for airlines and airspace
15 users.

16 (2) The critical importance of airspace redesign
17 efforts is underscored by the fact that they are high-
18 lighted in strategic plans of the Administration, in-
19 cluding Flight Plan 2009–2013 and the document
20 known as the “NextGen Implementation Plan”.

21 (3) Funding cuts have led to delays and defer-
22 rals of critical capacity enhancing airspace redesign
23 efforts.

1 (4) Several new runways planned for the period
2 of fiscal years 2009 to 2012 will not provide esti-
3 mated capacity benefits without additional funds.

4 (b) AUTHORIZATION OF APPROPRIATIONS.—In addi-
5 tion to amounts authorized by section 106(k) of title 49,
6 United States Code, there are authorized to be appro-
7 priated to the Administrator of the Federal Aviation Ad-
8 ministration \$14,500,000 for fiscal year 2009 and
9 \$20,000,000 for each of fiscal years 2010, 2011, and 2012
10 to carry out such airspace redesign initiatives as the Ad-
11 ministrator determines appropriate.

12 (c) ADDITIONAL AMOUNTS.—Of the amounts appro-
13 priated under section 48101(a) of such title, the Adminis-
14 trator may use \$5,000,000 for each of fiscal years 2009,
15 2010, 2011, and 2012 to carry out such airspace redesign
16 initiatives as the Administrator determines appropriate.

17 **TITLE III—SAFETY**

18 **Subtitle A—General Provisions**

19 **SEC. 301. JUDICIAL REVIEW OF DENIAL OF AIRMAN CER-** 20 **TIFICATES.**

21 (a) JUDICIAL REVIEW OF NTSB DECISIONS.—Sec-
22 tion 44703(d) is amended by adding at the end the fol-
23 lowing:

24 “(3) JUDICIAL REVIEW.—A person who is sub-
25 stantially affected by an order of the Board under

1 this subsection, or the Administrator if the Adminis-
 2 trator decides that an order of the Board will have
 3 a significant adverse impact on carrying out this
 4 subtitle, may seek judicial review of the order under
 5 section 46110. The Administrator shall be made a
 6 party to the judicial review proceedings. The find-
 7 ings of fact of the Board in any such case are con-
 8 clusive if supported by substantial evidence.”.

9 (b) CONFORMING AMENDMENT.—Section 1153(c) is
 10 amended by striking “section 44709 or” and inserting
 11 “section 44703(d), 44709, or”.

12 **SEC. 302. RELEASE OF DATA RELATING TO ABANDONED**
 13 **TYPE CERTIFICATES AND SUPPLEMENTAL**
 14 **TYPE CERTIFICATES.**

15 (a) RELEASE OF DATA.—Section 44704(a) is amend-
 16 ed by adding at the end the following:

17 “(5) RELEASE OF DATA.—

18 “(A) IN GENERAL.—Notwithstanding any
 19 other provision of law, the Administrator may
 20 make available upon request to a person seek-
 21 ing to maintain the airworthiness of an aircraft,
 22 engine, propeller, or appliance, engineering data
 23 in the possession of the Administration relating
 24 to a type certificate or a supplemental type cer-
 25 tificate for such aircraft, engine, propeller, or

1 appliance, without the consent of the owner of
2 record, if the Administrator determines that—

3 “(i) the certificate containing the re-
4 quested data has been inactive for 3 or
5 more years;

6 “(ii) after using due diligence, the Ad-
7 ministrator is unable to find the owner of
8 record, or the owner of record’s heir, of the
9 type certificate or supplemental certificate;
10 and

11 “(iii) making such data available will
12 enhance aviation safety.

13 “(B) ENGINEERING DATA DEFINED.—In
14 this section, the term ‘engineering data’ as used
15 with respect to an aircraft, engine, propeller, or
16 appliance means type design drawing and speci-
17 fications for the entire aircraft, engine, pro-
18 peller, or appliance or change to the aircraft,
19 engine, propeller, or appliance, including the
20 original design data, and any associated sup-
21 plier data for individual parts or components
22 approved as part of the particular certificate for
23 the aircraft engine, propeller, or appliance.”.

24 (b) DESIGN ORGANIZATION CERTIFICATES.—Section
25 44704(e)(1) is amended by striking “Beginning 7 years

1 after the date of enactment of this subsection,” and insert-
2 ing “Beginning January 1, 2014,”.

3 **SEC. 303. INSPECTION OF FOREIGN REPAIR STATIONS.**

4 (a) IN GENERAL.—Chapter 447 is amended by add-
5 ing at the end the following:

6 **“§ 44729. Inspection of foreign repair stations**

7 “Not later than one year after the date of enactment
8 of this section, and annually thereafter, the Administrator
9 of the Federal Aviation Administration shall: (1) submit
10 to Congress a certification that each foreign repair station
11 that is certified by the Administrator under part 145 of
12 title 14, Code of Federal Regulations, and performs work
13 on air carrier aircraft or components has been inspected
14 by safety inspectors of the Administration not fewer than
15 2 times in the preceding calendar year; and (2) modify
16 the certification requirements under such part to include
17 testing for the use of alcohol or a controlled substance in
18 accordance with section 45102 of any individual per-
19 forming a safety-sensitive function at a foreign aircraft re-
20 pair station, including an individual working at a station
21 of a third-party with whom an air carrier contracts to per-
22 form work on air carrier aircraft or components.”.

23 (b) CLERICAL AMENDMENT.—The analysis for such
24 chapter is amended by adding at the end the following:

“44729. Inspection of foreign repair stations.”.

1 **SEC. 304. RUNWAY SAFETY.**

2 (a) STRATEGIC RUNWAY SAFETY PLAN.—

3 (1) IN GENERAL.—Not later than 6 months
4 after the date of enactment of this Act, the Adminis-
5 trator of the Federal Aviation Administration shall
6 develop and submit to Congress a report containing
7 a strategic runway safety plan.

8 (2) CONTENTS OF PLAN.—The strategic run-
9 way safety plan—

10 (A) shall include, at a minimum—

11 (i) goals to improve runway safety;

12 (ii) near- and longer-term actions de-
13 signed to reduce the severity, number, and
14 rate of runway incursions;

15 (iii) timeframes and resources needed
16 for the actions described in clause (ii); and

17 (iv) a continuous evaluative process to
18 track performance toward the goals re-
19 ferred to in clause (i); and

20 (B) shall address the increased runway
21 safety risk associated with the expected in-
22 creased volume of air traffic.

23 (b) PLAN FOR INSTALLATION AND DEPLOYMENT OF
24 SYSTEMS TO PROVIDE ALERTS OF POTENTIAL RUNWAY
25 INCURSIONS.—Not later than December 31, 2009, the Ad-
26 ministrator of the Federal Aviation Administration shall

1 submit to Congress a report containing a plan for the in-
2 stallation and deployment of systems the Administration
3 is installing to alert controllers or flight crews, or both,
4 of potential runway incursions. The plan shall be inte-
5 grated into the annual NextGen Implementation Plan doc-
6 ument of the Administration or any successor document.

7 **SEC. 305. IMPROVED PILOT LICENSES.**

8 (a) IN GENERAL.—Not later than 6 months after the
9 date of enactment of this Act, the Administrator of the
10 Federal Aviation Administration shall begin to issue im-
11 proved pilot licenses consistent with the requirements of
12 title 49, United States Code, and title 14, Code of Federal
13 Regulations.

14 (b) REQUIREMENTS.—Improved pilots licenses issued
15 under subsection (a) shall—

16 (1) be resistant to tampering, alteration, and
17 counterfeiting;

18 (2) include a photograph of the individual to
19 whom the license is issued; and

20 (3) be capable of accommodating a digital pho-
21 tograph, a biometric identifier, or any other unique
22 identifier that the Administrator considers nec-
23 essary.

24 (c) TAMPERING.—To the extent practical, the Admin-
25 istrator shall develop methods to determine or reveal

1 whether any component or security feature of a license
2 issued under subsection (a) has been tampered, altered,
3 or counterfeited.

4 (d) USE OF DESIGNEES.—The Administrator may
5 use designees to carry out subsection (a) to the extent fea-
6 sible in order to minimize the burdens on pilots.

7 (e) REPORT.—Not later than 9 months after the date
8 of enactment of this Act and every 6 months thereafter
9 until September 30, 2012, the Administrator shall submit
10 to the Committee on Transportation and Infrastructure
11 of the House of Representatives and the Committee on
12 Commerce, Science, and Transportation of the Senate a
13 report on the issuance of improved pilot licenses under this
14 section.

15 **SEC. 306. FLIGHT CREW FATIGUE.**

16 (a) IN GENERAL.—Not later than 3 months after the
17 date of enactment of this Act, the Administrator of the
18 Federal Aviation Administration shall conclude arrange-
19 ments with the National Academy of Sciences for a study
20 of pilot fatigue.

21 (b) STUDY.—The study shall include consideration
22 of—

23 (1) research on pilot fatigue, sleep, and circa-
24 dian rhythms;

1 (2) sleep and rest requirements of pilots rec-
2 ommended by the National Aeronautics and Space
3 Administration and the National Transportation
4 Safety Board; and

5 (3) Federal Aviation Administration and inter-
6 national standards regarding flight limitations and
7 rest for pilots.

8 (c) REPORT.—Not later than 18 months after initi-
9 ating the study, the National Academy of Sciences shall
10 submit to the Administrator a report containing its find-
11 ings and recommendations regarding the study under sub-
12 sections (a) and (b), including recommendations with re-
13 spect to Federal Aviation Administration regulations gov-
14 erning flight time limitations and rest requirements for
15 pilots.

16 (d) RULEMAKING.—After the Administrator receives
17 the report of the National Academy of Sciences, the Ad-
18 ministrator shall consider the findings in the report and
19 update as appropriate based on scientific data Federal
20 Aviation Administration regulations governing flight time
21 limitations and rest requirements for pilots.

22 (e) IMPLEMENTATION OF FLIGHT ATTENDANT FA-
23 TIGUE STUDY RECOMMENDATIONS.—Not later than 60
24 days after the date of enactment of this Act, the Adminis-
25 trator shall initiate a process for the Civil Aerospace Med-

1 ical Institute to carry out its recommendations for further
2 study of the issue of flight attendant fatigue and to submit
3 not later than June 30, 2010, to Congress a report on
4 such process, including an analysis of the following:

5 (1) A survey of field operations of flight attend-
6 ants.

7 (2) A study of incident reports regarding flight
8 attendant fatigue.

9 (3) Field research on the effects of such fa-
10 tigue.

11 (4) A validation of models for assessing flight
12 attendant fatigue, international policies, and prac-
13 tices regarding flight limitations and rest of flight
14 attendants, and the potential benefits of training
15 flight attendants regarding such fatigue.

16 (f) AUTHORIZATION OF APPROPRIATIONS.—There
17 are authorized to be appropriated such sums as necessary
18 to carry out this section.

19 **SEC. 307. OCCUPATIONAL SAFETY AND HEALTH STAND-**
20 **ARDS FOR FLIGHT ATTENDANTS ON BOARD**
21 **AIRCRAFT.**

22 (a) IN GENERAL.—Chapter 447 (as amended by sec-
23 tion 303 of this Act) is further amended by adding at the
24 end the following:

1 **“§ 44730. Occupational safety and health standards**
2 **for flight attendants on board aircraft**

3 “(a) IN GENERAL.—The Administrator of the Fed-
4 eral Aviation Administration shall prescribe and enforce
5 standards and regulations to ensure the occupational safe-
6 ty and health of individuals serving as flight attendants
7 in the cabin of an aircraft of an air carrier.

8 “(b) STANDARDS AND REGULATIONS.—Standards
9 and regulations issued under this section shall require
10 each air carrier operating an aircraft in air transpor-
11 tation—

12 “(1) to provide for an environment in the cabin
13 of the aircraft that is free from hazards that could
14 cause physical harm to a flight attendant working in
15 the cabin; and

16 “(2) to meet minimum standards for the occu-
17 pational safety and health of flight attendants who
18 work in the cabin of the aircraft.

19 “(c) RULEMAKING.—In carrying out this section, the
20 Administrator shall conduct a rulemaking proceeding to
21 address, at a minimum, the following areas:

22 “(1) Record keeping.

23 “(2) Blood borne pathogens.

24 “(3) Noise.

25 “(4) Sanitation.

26 “(5) Hazard communication.

1 “(6) Anti-discrimination.

2 “(7) Access to employee exposure and medical
3 records.

4 “(8) Temperature standards for the aircraft
5 cabin.

6 “(d) REGULATIONS.—

7 “(1) DEADLINE.—Not later than 3 years after
8 the date of enactment of this section, the Adminis-
9 trator shall issue final regulations to carry out this
10 section.

11 “(2) CONTENTS.—Regulations issued under
12 this subsection shall address each of the issues iden-
13 tified in subsection (c) and others aspects of the en-
14 vironment of an aircraft cabin that may cause illness
15 or injury to a flight attendant working in the cabin.

16 “(3) EMPLOYER ACTIONS TO ADDRESS OCCUPA-
17 TIONAL SAFETY AND HEALTH HAZARDS.—Regula-
18 tions issued under this subsection shall set forth
19 clearly the circumstances under which an air carrier
20 is required to take action to address occupational
21 safety and health hazards.

22 “(e) ADDITIONAL RULEMAKING PROCEEDINGS.—
23 After issuing regulations under subsection (c), the Admin-
24 istrator may conduct additional rulemaking proceedings as

1 the Administrator determines appropriate to carry out this
2 section.

3 “(f) OVERSIGHT.—

4 “(1) CABIN OCCUPATIONAL SAFETY AND
5 HEALTH INSPECTORS.—The Administrator shall es-
6 tablish the position of Cabin Occupational Safety
7 and Health Inspector within the Federal Aviation
8 Administration and shall employ individuals with ap-
9 propriate qualifications and expertise to serve in the
10 position.

11 “(2) RESPONSIBILITIES.—Inspectors employed
12 under this subsection shall be solely responsible for
13 conducting proper oversight of air carrier programs
14 implemented under this section.

15 “(g) CONSULTATION.—In developing regulations
16 under this section, the Administrator shall consult with
17 the Administrator of the Occupational Safety and Health
18 Administration, labor organizations representing flight at-
19 tendants, air carriers, and other interested persons.

20 “(h) SAFETY PRIORITY.—In developing and imple-
21 menting regulations under this section, the Administrator
22 shall give priority to the safe operation and maintenance
23 of an aircraft.

1 “(i) FLIGHT ATTENDANT DEFINED.—In this section,
2 the term ‘flight attendant’ has the meaning given that
3 term by section 44728.

4 “(j) AUTHORIZATION OF APPROPRIATIONS.—There
5 is authorized to be appropriated such sums as may be nec-
6 essary to carry out this section. Such sums shall remain
7 available until expended.”.

8 (b) CLERICAL AMENDMENT.—The analysis for chap-
9 ter 447 is amended by adding at the end the following:

“44730. Occupational safety and health standards for flight attendants on board
aircraft.”.

10 **SEC. 308. AIRCRAFT SURVEILLANCE IN MOUNTAINOUS**
11 **AREAS.**

12 (a) ESTABLISHMENT.—The Administrator of the
13 Federal Aviation Administration may establish a pilot pro-
14 gram to improve safety and efficiency by providing surveil-
15 lance for aircraft flying outside of radar coverage in moun-
16 tainous areas.

17 (b) AUTHORIZATION OF APPROPRIATIONS.—There is
18 authorized to be appropriated such sums as may be nec-
19 essary to carry out this section. Such sums shall remain
20 available until expended.

1 **SEC. 309. OFF-AIRPORT, LOW-ALTITUDE AIRCRAFT WEATH-**
2 **ER OBSERVATION TECHNOLOGY.**

3 (a) **STUDY.**—The Administrator of the Federal Avia-
4 tion Administration shall conduct a review of off-airport,
5 low-altitude aircraft weather observation technologies.

6 (b) **SPECIFIC REVIEW.**—The review shall include, at
7 a minimum, an examination of off-airport, low-altitude
8 weather reporting needs, an assessment of technical alter-
9 natives (including automated weather observation sta-
10 tions), an investment analysis, and recommendations for
11 improving weather reporting.

12 (c) **REPORT.**—Not later than one year after the date
13 of enactment of this Act, the Administrator shall submit
14 to Congress a report containing the results of the review.

15 **SEC. 310. NONCERTIFICATED MAINTENANCE PROVIDERS.**

16 (a) **ISSUANCE OF REGULATIONS.**—Not later than 3
17 years after the date of enactment of this Act, the Adminis-
18 trator of the Federal Aviation Administration shall issue
19 regulations requiring that all covered maintenance work
20 on aircraft used to provide air transportation under part
21 121 of title 14, Code of Federal Regulations, be performed
22 by individuals in accordance with subsection (b).

23 (b) **PERSONS AUTHORIZED TO PERFORM CERTAIN**
24 **WORK.**—Covered maintenance work for a part 121 air
25 carrier shall only be performed by—

26 (1) an individual employed by the air carrier;

1 (2) an individual employed by another part 121
2 air carrier;

3 (3) an individual employed by a part 145 repair
4 station; or

5 (4) an individual employed by a company that
6 provides contract maintenance workers to a part 145
7 repair station or part 121 air carrier, if the indi-
8 vidual—

9 (A) meets the requirements of the part
10 145 repair station or the part 121 air carrier;

11 (B) works under the direct supervision and
12 control of the part 145 repair station or part
13 121 air carrier; and

14 (C) carries out the work in accordance
15 with the part 121 air carrier's maintenance
16 manual and, if applicable, the part 145 certifi-
17 cate holder's repair station and quality control
18 manuals.

19 (c) PLAN.—

20 (1) DEVELOPMENT.—The Administrator shall
21 develop a plan to—

22 (A) require air carriers to identify and pro-
23 vide to the Administrator a complete listing of
24 all noncertificated maintenance providers that
25 perform, before the effective date of the regula-

1 tions to be issued under subsection (a), covered
2 maintenance work on aircraft used to provide
3 air transportation under part 121 of title 14,
4 Code of Federal Regulations;

5 (B) validate the lists that air carriers pro-
6 vide under subparagraph (A) by sampling air
7 carrier records, such as maintenance activity re-
8 ports and general vendor listings; and

9 (C) include surveillance and oversight by
10 field inspectors of the Federal Aviation Admin-
11 istration for all noncertificated maintenance
12 providers that perform covered maintenance
13 work on aircraft used to provide air transpor-
14 tation in accordance with such part 121.

15 (2) REPORT TO CONGRESS.—Not later than 6
16 months after the date of enactment of this Act, the
17 Administrator shall transmit to Congress a report
18 containing the plan developed under paragraph (1).

19 (d) DEFINITIONS.—In this section, the following defi-
20 nitions apply:

21 (1) COVERED MAINTENANCE WORK.—The term
22 “covered maintenance work” means maintenance
23 work that is substantial, regularly scheduled, or a
24 required inspection item, as determined by the Ad-
25 ministrator.

1 (2) PART 121 AIR CARRIER.—The term “part
2 121 air carrier” means an air carrier that holds a
3 certificate issued under part 121 of title 14, Code of
4 Federal Regulations.

5 (3) PART 145 REPAIR STATION.—The term
6 “part 145 repair station” means a repair station
7 that holds a certificate issued under part 145 of title
8 14, Code of Federal Regulations.

9 (4) NONCERTIFICATED MAINTENANCE PRO-
10 VIDER.—The term “noncertificated maintenance
11 provider” means a maintenance provider that does
12 not hold a certificate issued under part 121 or part
13 145 of title 14 Code of Federal Regulations.

14 (e) AUTHORIZATION OF APPROPRIATIONS.—There is
15 authorized to be appropriated such sums as may be nec-
16 essary for the Administrator to hire additional field safety
17 inspectors to ensure adequate and timely inspection of
18 maintenance providers that perform covered maintenance
19 work.

20 **SEC. 311. AIRCRAFT RESCUE AND FIREFIGHTING STAND-**
21 **ARDS.**

22 (a) RULEMAKING PROCEEDING.—Not later than 180
23 days after the date of enactment of this Act, the Adminis-
24 trator of the Federal Aviation Administration shall initiate
25 a rulemaking proceeding for the purpose of issuing a pro-

1 posed and final rule that revises the aircraft rescue and
2 firefighting standards (“ARFF”) under part 139 of title
3 14, Code of Federal Regulations, to improve the protection
4 of the traveling public, other persons, aircraft, buildings,
5 and the environment from fires and hazardous materials
6 incidents.

7 (b) CONTENTS OF PROPOSED AND FINAL RULE.—
8 The proposed and final rule to be issued under subsection
9 (a) shall address the following:

10 (1) The mission of aircraft rescue and fire-
11 fighting personnel, including responsibilities for pas-
12 senger egress in the context of other Administration
13 requirements.

14 (2) The proper level of staffing.

15 (3) The timeliness of a response.

16 (4) The handling of hazardous materials inci-
17 dents at airports.

18 (5) Proper vehicle deployment.

19 (6) The need for equipment modernization.

20 (c) CONSISTENCY WITH VOLUNTARY CONSENSUS
21 STANDARDS.—The proposed and final rule issued under
22 subsection (a) shall be, to the extent practical, consistent
23 with national voluntary consensus standards for aircraft
24 rescue and firefighting services at airports.

1 (d) ASSESSMENTS OF POTENTIAL IMPACTS.—In the
2 rulemaking proceeding initiated under subsection (a), the
3 Administrator shall assess the potential impact of any re-
4 visions to the firefighting standards on airports and air
5 transportation service.

6 (e) INCONSISTENCY WITH STANDARDS.—If the pro-
7 posed or final rule issued under subsection (a) is not con-
8 sistent with national voluntary consensus standards for
9 aircraft rescue and firefighting services at airports, the
10 Administrator shall submit to the Office of Management
11 and Budget an explanation of the reasons for such incon-
12 sistency in accordance with section 12(d) of the National
13 Technology Transfer and Advancement Act of 1995 (15
14 U.S.C. 272 note; 110 Stat. 783).

15 (f) FINAL RULE.—Not later than 24 months after
16 the date of enactment of this Act, the Administrator shall
17 issue the final rule required by subsection (a).

18 **Subtitle B—Unmanned Aircraft** 19 **Systems**

20 **SEC. 321. COMMERCIAL UNMANNED AIRCRAFT SYSTEMS IN-** 21 **TEGRATION PLAN.**

22 (a) INTEGRATION PLAN.—

23 (1) COMPREHENSIVE PLAN.—Not later than 9
24 months after the date of enactment of this Act, the
25 Secretary, in consultation with representatives of the

1 aviation industry, shall develop a comprehensive plan
2 to safely integrate commercial unmanned aircraft
3 systems into the national airspace system.

4 (2) MINIMUM REQUIREMENTS.—In developing
5 the plan under paragraph (1), the Secretary shall, at
6 a minimum—

7 (A) review technologies and research that
8 will assist in facilitating the safe integration of
9 commercial unmanned aircraft systems into the
10 national airspace system;

11 (B) provide recommendations or projec-
12 tions for the rulemaking to be conducted under
13 subsection (b) to—

14 (i) define the acceptable standards for
15 operations and certification of commercial
16 unmanned aircraft systems;

17 (ii) ensure that any commercial un-
18 manned aircraft system includes a detect,
19 sense, and avoid capability; and

20 (iii) develop standards and require-
21 ments for the operator, pilot, and pro-
22 grammer of a commercial unmanned air-
23 craft system, including standards and re-
24 quirements for registration and licensing;

1 (C) recommend how best to enhance the
2 technologies and subsystems necessary to effect
3 the safe and routine operations of commercial
4 unmanned aircraft systems in the national air-
5 space system; and

6 (D) recommend how a phased-in approach
7 to the integration of commercial unmanned air-
8 craft systems into the national airspace system
9 can best be achieved and a timeline upon which
10 such a phase-in shall occur.

11 (3) DEADLINE.—The plan to be developed
12 under paragraph (1) shall provide for the safe inte-
13 gration of commercial unmanned aircraft systems
14 into the national airspace system as soon as possible,
15 but not later than September 30, 2013.

16 (4) REPORT TO CONGRESS.—Not later than one
17 year after the date of enactment of this Act, the
18 Secretary shall submit to Congress a copy of the
19 plan developed under paragraph (1).

20 (b) RULEMAKING.—Not later than 18 months after
21 the date on which the integration plan is submitted to
22 Congress under subsection (a)(4), the Administrator of
23 the Federal Aviation Administration shall publish in the
24 Federal Register a notice of proposed rulemaking to im-
25 plement the recommendations of the integration plan.

1 (c) AUTHORIZATION.—There are authorized to be ap-
2 propriated such sums as may be necessary to carry out
3 this section.

4 **SEC. 322. SPECIAL RULES FOR CERTAIN UNMANNED AIR-**
5 **CRAFT SYSTEMS.**

6 (a) IN GENERAL.—Notwithstanding the require-
7 ments of sections 321 and 323, and not later than 6
8 months after the date of enactment of this Act, the Sec-
9 retary shall determine if certain unmanned aircraft sys-
10 tems may operate safely in the national airspace system
11 before completion of the plan and rulemaking required by
12 section 321 or the guidance required by section 323.

13 (b) ASSESSMENT OF UNMANNED AIRCRAFT SYS-
14 TEMS.—In making the determination under subsection
15 (a), the Secretary shall determine, at a minimum—

16 (1) which types of unmanned aircraft systems,
17 if any, as a result of their size, weight, speed, oper-
18 ational capability, proximity to airports and popu-
19 lation areas, and operation within visual line-of-sight
20 do not create a hazard to users of the national air-
21 space system or the public or pose a threat to na-
22 tional security; and

23 (2) whether a certificate of authorization or an
24 airworthiness certification under section 44704 of
25 title 49, United States Code, is required for the op-

1 eration of unmanned aircraft systems identified
2 under paragraph (1).

3 (c) REQUIREMENTS FOR SAFE OPERATION.—If the
4 Secretary determines under this section that certain un-
5 manned aircraft systems may operate safely in the na-
6 tional airspace system, the Secretary shall establish re-
7 quirements for the safe operation of such aircraft systems
8 in the national airspace system.

9 **SEC. 323. PUBLIC UNMANNED AIRCRAFT SYSTEMS.**

10 Not later than 9 months after the date of enactment
11 of this Act, the Secretary shall issue guidance regarding
12 the operation of public unmanned aircraft systems to—

13 (1) expedite the issuance of a certificate of au-
14 thorization process;

15 (2) provide for a collaborative process with pub-
16 lic agencies to allow for an incremental expansion of
17 access to the national airspace system as technology
18 matures and the necessary safety analysis and data
19 become available and until standards are completed
20 and technology issues are resolved; and

21 (3) facilitate the capability of public agencies to
22 develop and use test ranges, subject to operating re-
23 strictions required by the Federal Aviation Adminis-
24 tration, to test and operate unmanned aircraft sys-
25 tems.

1 **SEC. 324. DEFINITIONS.**

2 In this subtitle, the following definitions apply:

3 (1) **CERTIFICATE OF AUTHORIZATION.**—The
4 term “certificate of authorization” means a Federal
5 Aviation Administration grant of approval for a spe-
6 cific flight operation.

7 (2) **DETECT, SENSE, AND AVOID CAPABILITY.**—
8 The term “detect, sense, and avoid capability”
9 means the technical capability to perform separation
10 assurance and collision avoidance, as defined by the
11 Federal Aviation Administration.

12 (3) **PUBLIC UNMANNED AIRCRAFT SYSTEM.**—
13 The term “public unmanned aircraft system” means
14 an unmanned aircraft system that meets the quali-
15 fications and conditions required for operation of a
16 public aircraft, as defined by section 40102 of title
17 49, United States Code.

18 (4) **SECRETARY.**—The term “Secretary” means
19 the Secretary of Transportation.

20 (5) **TEST RANGE.**—The term “test range”
21 means a defined geographic area where research and
22 development are conducted.

23 (6) **UNMANNED AIRCRAFT.**—The term “un-
24 manned aircraft” means an aircraft that is operated
25 without the possibility of direct human intervention
26 from within or on the aircraft.

1 (7) UNMANNED AIRCRAFT SYSTEM.—The term
2 “unmanned aircraft system” means an unmanned
3 aircraft and associated elements (such as commu-
4 nication links and a ground control station) that are
5 required to operate safely and efficiently in the na-
6 tional airspace system.

7 **Subtitle C—Safety and Protections**

8 **SEC. 331. AVIATION SAFETY WHISTLEBLOWER INVESTIGA-** 9 **TION OFFICE.**

10 Section 106 of title 49, United States Code, is
11 amended by adding at the end the following:

12 “(s) AVIATION SAFETY WHISTLEBLOWER INVES-
13 TIGATION OFFICE.—

14 “(1) ESTABLISHMENT.—There is established in
15 the Federal Aviation Administration (in this section
16 referred to as the ‘Agency’) an Aviation Safety
17 Whistleblower Investigation Office (in this sub-
18 section referred to as the ‘Office’).

19 “(2) DIRECTOR.—

20 “(A) APPOINTMENT.—The head of the Of-
21 fice shall be the Director, who shall be ap-
22 pointed by the Secretary of Transportation.

23 “(B) QUALIFICATIONS.—The Director
24 shall have a demonstrated ability in investiga-

1 tions and knowledge of or experience in avia-
2 tion.

3 “(C) TERM.—The Director shall be ap-
4 pointed for a term of 5 years.

5 “(D) VACANCY.—Any individual appointed
6 to fill a vacancy in the position of the Director
7 occurring before the expiration of the term for
8 which the individual’s predecessor was ap-
9 pointed shall be appointed for the remainder of
10 that term.

11 “(3) COMPLAINTS AND INVESTIGATIONS.—

12 “(A) AUTHORITY OF DIRECTOR.—The Di-
13 rector shall—

14 “(i) receive complaints and informa-
15 tion submitted by employees of persons
16 holding certificates issued under title 14,
17 Code of Federal Regulations, and employ-
18 ees of the Agency concerning the possible
19 existence of an activity relating to a viola-
20 tion of an order, regulation, or standard of
21 the Agency or any other provision of Fed-
22 eral law relating to aviation safety;

23 “(ii) assess complaints and informa-
24 tion submitted under clause (i) and deter-
25 mine whether a substantial likelihood ex-

1 ists that a violation of an order, regulation,
2 or standard of the Agency or any other
3 provision of Federal law relating to avia-
4 tion safety may have occurred; and

5 “(iii) based on findings of the assess-
6 ment conducted under clause (ii), make
7 recommendations to the Administrator in
8 writing for further investigation or correc-
9 tive actions.

10 “(B) DISCLOSURE OF IDENTITIES.—The
11 Director shall not disclose the identity of an in-
12 dividual who submits a complaint or informa-
13 tion under subparagraph (A)(i) unless—

14 “(i) the individual consents to the dis-
15 closure in writing; or

16 “(ii) the Director determines, in the
17 course of an investigation, that the disclo-
18 sure is unavoidable.

19 “(C) INDEPENDENCE OF DIRECTOR.—The
20 Secretary, the Administrator, or any officer or
21 employee of the Agency may not prevent or pro-
22 hibit the Director from initiating, carrying out,
23 or completing any assessment of a complaint or
24 information submitted subparagraph (A)(i) or

1 from reporting to Congress on any such assess-
2 ment.

3 “(D) ACCESS TO INFORMATION.—In con-
4 ducting an assessment of a complaint or infor-
5 mation submitted under subparagraph (A)(i),
6 the Director shall have access to all records, re-
7 ports, audits, reviews, documents, papers, rec-
8 ommendations, and other material necessary to
9 determine whether a substantial likelihood ex-
10 istis that a violation of an order, regulation, or
11 standard of the Agency or any other provision
12 of Federal law relating to aviation safety may
13 have occurred.

14 “(4) RESPONSES TO RECOMMENDATIONS.—The
15 Administrator shall respond to a recommendation
16 made by the Director under subparagraph (A)(iii) in
17 writing and retain records related to any further in-
18 vestigations or corrective actions taken in response
19 to the recommendation.

20 “(5) INCIDENT REPORTS.—If the Director de-
21 termines there is a substantial likelihood that a vio-
22 lation of an order, regulation, or standard of the
23 Agency or any other provision of Federal law relat-
24 ing to aviation safety may have occurred that re-
25 quires immediate corrective action, the Director shall

1 report the potential violation expeditiously to the Ad-
2 ministrator and the Inspector General of the De-
3 partment of Transportation.

4 “(6) REPORTING OF CRIMINAL VIOLATIONS TO
5 INSPECTOR GENERAL.—If the Director has reason-
6 able grounds to believe that there has been a viola-
7 tion of Federal criminal law, the Director shall re-
8 port the violation expeditiously to the Inspector Gen-
9 eral.

10 “(7) ANNUAL REPORTS TO CONGRESS.—Not
11 later than October 1 of each year, the Director shall
12 submit to Congress a report containing—

13 “(A) information on the number of submis-
14 sions of complaints and information received by
15 the Director under paragraph (3)(A)(i) in the
16 preceding 12-month period;

17 “(B) summaries of those submissions;

18 “(C) summaries of further investigations
19 and corrective actions recommended in response
20 to the submissions; and

21 “(D) summaries of the responses of the
22 Administrator to such recommendations.”.

23 **SEC. 332. MODIFICATION OF CUSTOMER SERVICE INITIA-**
24 **TIVE.**

25 (a) FINDINGS.—Congress finds the following:

1 (1) Subsections (a) and (d) of section 40101 of
2 title 49, United States Code, directs the Federal
3 Aviation Administration (in this section referred to
4 as the “Agency”) to make safety its highest priority.

5 (2) In 1996, to ensure that there would be no
6 appearance of a conflict of interest for the Agency
7 in carrying out its safety responsibilities, Congress
8 amended section 40101(d) of such title to remove
9 the responsibilities of the Agency to promote air-
10 lines.

11 (3) Despite these directives from Congress re-
12 garding the priority of safety, the Agency issued a
13 vision statement in which it stated that it has a “vi-
14 sion” of “being responsive to our customers and ac-
15 countable to the public” and, in 2003, issued a cus-
16 tomer service initiative that required aviation inspec-
17 tors to treat air carriers and other aviation certifi-
18 cate holders as “customers” rather than regulated
19 entities.

20 (4) The initiatives described in paragraph (3)
21 appear to have given regulated entities and Agency
22 inspectors the impression that the management of
23 the Agency gives an unduly high priority to the sat-
24 isfaction of regulated entities regarding its inspec-

1 tion and certification decisions and other lawful ac-
2 tions of its safety inspectors.

3 (5) As a result of the emphasis on customer
4 satisfaction, some managers of the Agency have dis-
5 couraged vigorous enforcement and replaced inspec-
6 tors whose lawful actions adversely affected an air
7 carrier.

8 (b) MODIFICATION OF INITIATIVE.—Not later than
9 90 days after the date of enactment of this Act, the Ad-
10 ministrators of the Federal Aviation Administration shall
11 modify the customer service initiative, mission and vision
12 statements, and other statements of policy of the Agen-
13 cy—

14 (1) to remove any reference to air carriers or
15 other entities regulated by the Agency as “cus-
16 tomers”;

17 (2) to clarify that in regulating safety the only
18 customers of the Agency are individuals traveling on
19 aircraft; and

20 (3) to clarify that air carriers and other entities
21 regulated by the Agency do not have the right to se-
22 lect the employees of the Agency who will inspect
23 their operations.

24 (c) SAFETY PRIORITY.—In carrying out the Adminis-
25 trator’s responsibilities, the Administrator shall ensure

1 that safety is given a higher priority than preventing the
2 dissatisfaction of an air carrier or other entity regulated
3 by the Agency with an employee of the Agency.

4 **SEC. 333. POST-EMPLOYMENT RESTRICTIONS FOR FLIGHT**
5 **STANDARDS INSPECTORS.**

6 (a) IN GENERAL.—Section 44711 of title 49, United
7 States Code, is amended by adding at the end the fol-
8 lowing:

9 “(d) POST-EMPLOYMENT RESTRICTIONS FOR
10 FLIGHT STANDARDS INSPECTORS.—

11 “(1) PROHIBITION.—A person holding an oper-
12 ating certificate issued under title 14, Code of Fed-
13 eral Regulations, may not knowingly employ, or
14 make a contractual arrangement which permits, an
15 individual to act as an agent or representative of the
16 certificate holder in any matter before the Federal
17 Aviation Administration (in this subsection referred
18 to as the ‘Agency’) if the individual, in the preceding
19 2-year period—

20 “(A) served as, or was responsible for over-
21 sight of, a flight standards inspector of the
22 Agency; and

23 “(B) had responsibility to inspect, or over-
24 see inspection of, the operations of the certifi-
25 cate holder.

1 “(2) WRITTEN AND ORAL COMMUNICATIONS.—
2 For purposes of paragraph (1), an individual shall
3 be considered to be acting as an agent or representa-
4 tive of a certificate holder in a matter before the
5 Agency if the individual makes any written or oral
6 communication on behalf of the certificate holder to
7 the Agency (or any of its officers or employees) in
8 connection with a particular matter, whether or not
9 involving a specific party and without regard to
10 whether the individual has participated in, or had
11 responsibility for, the particular matter while serving
12 as a flight standards inspector of the Agency.”.

13 (b) APPLICABILITY.—The amendment made by sub-
14 section (a) shall not apply to an individual employed by
15 a certificate holder as of the date of enactment of this
16 Act.

17 **SEC. 334. ASSIGNMENT OF PRINCIPAL SUPERVISORY IN-**
18 **SPECTORS.**

19 (a) IN GENERAL.—An individual serving as a prin-
20 cipal supervisory inspector of the Federal Aviation Admin-
21 istration (in this section referred to as the “Agency”) may
22 not be responsible for overseeing the operations of a single
23 air carrier for a continuous period of more than 5 years.

24 (b) TRANSITIONAL PROVISION.—An individual serv-
25 ing as a principal supervisory inspector of the Agency with

1 respect to an air carrier as of the date of enactment of
2 this Act may be responsible for overseeing the operations
3 of the carrier until the last day of the 5-year period speci-
4 fied in subsection (a) or last day of the 2-year period be-
5 ginning on such date of enactment, whichever is later.

6 (c) ISSUANCE OF ORDER.—Not later than 30 days
7 after the date of enactment of this Act, the Administrator
8 of the Federal Aviation Administration shall issue an
9 order to carry out this section.

10 (d) AUTHORIZATION OF APPROPRIATIONS.—There
11 are authorized to be appropriated to the Administrator
12 such sums as may be necessary to carry out this section.

13 **SEC. 335. HEADQUARTERS REVIEW OF AIR TRANSPOR-**
14 **TATION OVERSIGHT SYSTEM DATABASE.**

15 (a) REVIEWS.—The Administrator of the Federal
16 Aviation Administration shall establish a process by which
17 the air transportation oversight system database of the
18 Federal Aviation Administration (in this section referred
19 to as the “Agency”) is reviewed by a team of employees
20 of the Agency on a monthly basis to ensure that—

21 (1) any trends in regulatory compliance are
22 identified; and

23 (2) appropriate corrective actions are taken in
24 accordance with Agency regulations, advisory direc-
25 tives, policies, and procedures.

1 (b) MONTHLY TEAM REPORTS.—

2 (1) IN GENERAL.—The team of employees con-
3 ducting a monthly review of the air transportation
4 oversight system database under subsection (a) shall
5 submit to the Administrator, the Associate Adminis-
6 trator for Aviation Safety, and the Director of
7 Flight Standards a report on the results of the re-
8 view.

9 (2) CONTENTS.—A report submitted under
10 paragraph (1) shall identify—

11 (A) any trends in regulatory compliance
12 discovered by the team of employees in con-
13 ducting the monthly review; and

14 (B) any corrective actions taken or pro-
15 posed to be taken in response to the trends.

16 (c) QUARTERLY REPORTS TO CONGRESS.—The Ad-
17 ministrator, on a quarterly basis, shall submit to the Com-
18 mittee on Transportation and Infrastructure of the House
19 of Representatives and the Committee on Commerce,
20 Science, and Transportation of the Senate a report on the
21 results of reviews of the air transportation oversight sys-
22 tem database conducted under this section, including cop-
23 ies of reports received under subsection (b).

1 **TITLE IV—AIR SERVICE**
2 **IMPROVEMENTS**

3 **SEC. 401. MONTHLY AIR CARRIER REPORTS.**

4 (a) IN GENERAL.—Section 41708 is amended by
5 adding at the end the following:

6 “(c) DIVERTED AND CANCELLED FLIGHTS.—

7 “(1) MONTHLY REPORTS.—The Secretary shall
8 require an air carrier referred to in paragraph (2)
9 to file with the Secretary a monthly report on each
10 flight of the air carrier that is diverted from its
11 scheduled destination to another airport and each
12 flight of the air carrier that departs the gate at the
13 airport at which the flight originates but is cancelled
14 before wheels-off time.

15 “(2) APPLICABILITY.—An air carrier that is re-
16 quired to file a monthly airline service quality per-
17 formance report under subsection (b) shall be sub-
18 ject to the requirement of paragraph (1).

19 “(3) CONTENTS.—A monthly report filed by an
20 air carrier under paragraph (1) shall include, at a
21 minimum, the following information:

22 “(A) For a diverted flight—

23 “(i) the flight number of the diverted
24 flight;

1 “(ii) the scheduled destination of the
2 flight;

3 “(iii) the date and time of the flight;

4 “(iv) the airport to which the flight
5 was diverted;

6 “(v) wheels-on time at the diverted
7 airport;

8 “(vi) the time, if any, passengers
9 deplaned the aircraft at the diverted air-
10 port; and

11 “(vii) if the flight arrives at the sched-
12 uled destination airport—

13 “(I) the gate-departure time at
14 the diverted airport;

15 “(II) the wheels-off time at the
16 diverted airport;

17 “(III) the wheels-on time at the
18 scheduled arrival airport; and

19 “(IV) the gate arrival time at the
20 scheduled arrival airport.

21 “(B) For flights cancelled after gate de-
22 parture—

23 “(i) the flight number of the cancelled
24 flight;

1 “(ii) the scheduled origin and destina-
2 tion airports of the cancelled flight;

3 “(iii) the date and time of the can-
4 celled flight;

5 “(iv) the gate-departure time of the
6 cancelled flight; and

7 “(v) the time the aircraft returned to
8 the gate.

9 “(4) PUBLICATION.—The Secretary shall com-
10 pile the information provided in the monthly reports
11 filed pursuant to paragraph (1) in a single monthly
12 report and publish such report on the website of the
13 Department of Transportation.”.

14 (b) EFFECTIVE DATE.—The Secretary of Transpor-
15 tation shall require monthly reports pursuant to the
16 amendment made by subsection (a) beginning not later
17 than 90 days after the date of enactment of this Act.

18 **SEC. 402. FLIGHT OPERATIONS AT REAGAN NATIONAL AIR-**
19 **PORT.**

20 (a) BEYOND PERIMETER EXEMPTIONS.—Section
21 41718(a) is amended by striking “24” and inserting “34”.

22 (b) LIMITATIONS.—Section 41718(c)(2) is amended
23 by striking “3 operations” and inserting “5 operations”.

24 (c) ALLOCATION OF BEYOND-PERIMETER EXEMP-
25 TIONS.—Section 41718(c) is amended—

1 (1) by redesignating paragraphs (3) and (4) as
2 (4) and (5), respectively; and

3 (2) by inserting after paragraph (2) the fol-
4 lowing:

5 “(3) SLOTS.—The Administrator of the Federal
6 Aviation Administration shall reduce the hourly air
7 carrier slot quota for Ronald Reagan Washington
8 National Airport in section 93.123(a) of title 14,
9 Code of Federal Regulations, by a total of 10 slots
10 that are available for allocation. Such reductions
11 shall be taken in the 6:00 a.m., 10:00 p.m., or 11:00
12 p.m. hours, as determined by the Administrator, in
13 order to grant exemptions under subsection (a).”.

14 (d) SCHEDULING PRIORITY.—Section 41718 is
15 amended—

16 (1) by redesignating subsections (e) and (f) as
17 subsections (f) and (g), respectively; and

18 (2) by inserting after subsection (d) the fol-
19 lowing:

20 “(e) SCHEDULING PRIORITY.—Operations conducted
21 by new entrant air carriers and limited incumbent air car-
22 riers shall be afforded a scheduling priority over oper-
23 ations conducted by other air carriers granted exemptions
24 pursuant to this section, with the highest scheduling pri-
25 ority to be afforded to beyond-perimeter operations con-

1 ducted by new entrant air carriers and limited incumbent
2 air carriers.”.

3 **SEC. 403. EAS CONTRACT GUIDELINES.**

4 (a) COMPENSATION GUIDELINES.—Section
5 41737(a)(1) is amended—

6 (1) by striking “and” at the end of subpara-
7 graph (B);

8 (2) in subparagraph (C) by striking the period
9 at the end and inserting a semicolon; and

10 (3) by adding at the end the following:

11 “(D) include provisions under which the Sec-
12 retary may encourage an air carrier to improve air
13 service for which compensation is being paid under
14 this subchapter by incorporating financial incentives
15 in an essential air service contract based on specified
16 performance goals, including goals related to improv-
17 ing on-time performance, reducing the number of
18 flight cancellations, establishing reasonable fares (in-
19 cluding joint fares beyond the hub airport), estab-
20 lishing convenient connections to flights providing
21 service beyond hub airports, and increasing mar-
22 keting efforts; and

23 “(E) include provisions under which the Sec-
24 retary may execute a long-term essential air service
25 contract to encourage an air carrier to provide air

1 service to an eligible place if it would be in the pub-
2 lic interest to do so.”.

3 (b) DEADLINE FOR ISSUANCE OF REVISED GUID-
4 ANCE.—Not later than 90 days after the date of enact-
5 ment of this Act, the Secretary of Transportation shall
6 issue revised guidelines governing the rate of compensa-
7 tion payable under subchapter II of chapter 417 of title
8 49, United States Code, that incorporate the amendments
9 made by subsection (a).

10 (c) REPORT.—Not later than 2 years after the date
11 of issuance of revised guidelines pursuant to subsection
12 (b), the Secretary shall submit to the Committee on
13 Transportation and Infrastructure of the House of Rep-
14 resentatives and the Committee on Commerce, Science,
15 and Transportation of the Senate a report on the extent
16 to which the revised guidelines have been implemented and
17 the impact, if any, such implementation has had on air
18 carrier performance and community satisfaction with air
19 service for which compensation is being paid under sub-
20 chapter II of chapter 417 of title 49, United States Code.

21 **SEC. 404. ESSENTIAL AIR SERVICE REFORM.**

22 (a) AUTHORIZATION OF APPROPRIATIONS.—Section
23 41742(a)(2) of title 49, United States Code, is amended
24 by striking “there is authorized to be appropriated
25 \$77,000,000” and inserting “there is authorized to be ap-

1 appropriated out of the Airport and Airway Trust Fund
2 \$150,000,000”.

3 (b) DISTRIBUTION OF EXCESS FUNDS.—

4 (1) IN GENERAL.—Section 41742(a) is amend-
5 ed by adding at the end the following:

6 “(4) DISTRIBUTION OF EXCESS FUNDS.—Of
7 the funds, if any, credited to the account established
8 under section 45303 in a fiscal year that exceed the
9 \$50,000,000 made available for such fiscal year
10 under paragraph (1)—

11 “(A) one-half shall be made available im-
12 mediately for obligation and expenditure to
13 carry out section 41743; and

14 “(B) one-half shall be made available im-
15 mediately for obligation and expenditure to
16 carry out subsection (b).”.

17 (2) CONFORMING AMENDMENT.—Section
18 41742(b) is amended—

19 (A) in the first sentence by striking “mon-
20 eys credited” and all that follows before “shall
21 be used” and inserting “amounts made avail-
22 able under subsection (a)(4)(B)”; and

23 (B) in the second sentence by striking
24 “any amounts from those fees” and inserting
25 “any of such amounts”.

1 **SEC. 405. SMALL COMMUNITY AIR SERVICE.**

2 (a) PRIORITIES.—Section 41743(c)(5) is amended—

3 (1) by striking “and” at the end of subpara-
4 graph (D);

5 (2) in subparagraph (E) by striking “fashion.”
6 and inserting “fashion; and”; and

7 (3) by adding at the end the following:

8 “(F) multiple communities cooperate to
9 submit a regional or multistate application to
10 improve air service.”.

11 (b) EXTENSION OF AUTHORIZATION.—Section
12 41743(e)(2) is amended by striking “2009” and inserting
13 “2012”.

14 **SEC. 406. AIR PASSENGER SERVICE IMPROVEMENTS.**

15 (a) IN GENERAL.—Subtitle VII is amended by insert-
16 ing after chapter 421 the following:

17 **“CHAPTER 423—AIR PASSENGER SERVICE**
18 **IMPROVEMENTS**

“Sec.

“42301. Emergency contingency plans.

“42302. Consumer complaints.

“42303. Use of insecticides in passenger aircraft.

19 **“§ 42301. Emergency contingency plans**

20 “(a) SUBMISSION OF AIR CARRIER AND AIRPORT
21 PLANS.—Not later than 90 days after the date of enact-
22 ment of this section, each air carrier providing covered air
23 transportation at a large hub airport or medium hub air-

1 port and each operator of a large hub airport or medium
2 hub airport shall submit to the Secretary of Transpor-
3 tation for review and approval an emergency contingency
4 plan in accordance with the requirements of this section.

5 “(b) COVERED AIR TRANSPORTATION DEFINED.—In
6 this section, the term ‘covered air transportation’ means
7 scheduled passenger air transportation provided by an air
8 carrier using aircraft with more than 30 seats.

9 “(c) AIR CARRIER PLANS.—

10 “(1) PLANS FOR INDIVIDUAL AIRPORTS.—An
11 air carrier shall submit an emergency contingency
12 plan under subsection (a) for—

13 “(A) each large hub airport and medium
14 hub airport at which the carrier provides cov-
15 ered air transportation; and

16 “(B) each large hub airport and medium
17 hub airport at which the carrier has flights for
18 which it has primary responsibility for inventory
19 control.

20 “(2) CONTENTS.—An emergency contingency
21 plan submitted by an air carrier for an airport under
22 subsection (a) shall contain a description of how the
23 air carrier will—

24 “(A) provide food, water that meets the
25 standards of the Safe Drinking Water Act (42

1 U.S.C. 300f et seq.), restroom facilities, cabin
2 ventilation, and access to medical treatment for
3 passengers onboard an aircraft at the airport
4 that is on the ground for an extended period of
5 time without access to the terminal;

6 “(B) allow passengers to deplane following
7 excessive delays; and

8 “(C) share facilities and make gates avail-
9 able at the airport in an emergency.

10 “(d) AIRPORT PLANS.—An emergency contingency
11 plan submitted by an airport operator under subsection
12 (a) shall contain a description of how the airport operator,
13 to the maximum extent practicable, will provide for the
14 deplanement of passengers following excessive delays and
15 will provide for the sharing of facilities and make gates
16 available at the airport in an emergency.

17 “(e) UPDATES.—

18 “(1) AIR CARRIERS.—An air carrier shall up-
19 date the emergency contingency plan submitted by
20 the air carrier under subsection (a) every 3 years
21 and submit the update to the Secretary for review
22 and approval.

23 “(2) AIRPORTS.—An airport operator shall up-
24 date the emergency contingency plan submitted by
25 the airport operator under subsection (a) every 5

1 years and submit the update to the Secretary for re-
2 view and approval.

3 “(f) APPROVAL.—

4 “(1) IN GENERAL.—Not later than 9 months
5 after the date of enactment of this section, the Sec-
6 retary shall review and approve or require modifica-
7 tions to emergency contingency plans submitted
8 under subsection (a) and updates submitted under
9 subsection (e) to ensure that the plans and updates
10 will effectively address emergencies and provide for
11 the health and safety of passengers.

12 “(2) CIVIL PENALTIES.—The Secretary may as-
13 sess a civil penalty under section 46301 against an
14 air carrier or airport that does not adhere to an
15 emergency contingency plan approved under this
16 subsection.

17 “(g) MINIMUM STANDARDS.—The Secretary may es-
18 tablish, as necessary or desirable, minimum standards for
19 elements in an emergency contingency plan required to be
20 submitted under this section.

21 “(h) PUBLIC ACCESS.—An air carrier or airport re-
22 quired to submit emergency contingency plans under this
23 section shall ensure public access to such plan after its
24 approval under this section on the Internet website of the

1 carrier or airport or by such other means as determined
2 by the Secretary.

3 **“§ 42302. Consumer complaints**

4 “(a) CONSUMER COMPLAINTS HOTLINE TELEPHONE
5 NUMBER.—The Secretary of Transportation shall estab-
6 lish a consumer complaints hotline telephone number for
7 the use of passengers in air transportation.

8 “(b) PUBLIC NOTICE.—The Secretary shall notify
9 the public of the telephone number established under sub-
10 section (a).

11 “(c) AUTHORIZATION OF APPROPRIATIONS.—There
12 are authorized to be appropriated such sums as may be
13 necessary to carry out this section. Such sums shall re-
14 main available until expended.

15 **“§ 42303. Use of insecticides in passenger aircraft**

16 “No air carrier, foreign air carrier, or ticket agent
17 may sell in the United States a ticket for air transpor-
18 tation for a flight on which a insecticide has been applied
19 in the aircraft within the last 60 days or on which an in-
20 secticide is planned to be used in the aircraft while pas-
21 sengers are on board the aircraft unless the air carrier,
22 foreign air carrier, or ticket agent selling the ticket first
23 informs the person purchasing the ticket of the applica-
24 tion, application, or planned use of the insecticide, includ-
25 ing the name of the insecticide.”.

1 (b) CLERICAL AMENDMENT.—The analysis for sub-
 2 title VII is amended by inserting after the item relating
 3 to chapter 421 the following:

“423. Air Passenger Service Improvements 42301”.

4 (c) PENALTIES.—Section 46301 is amended in sub-
 5 sections (a)(1)(A) and (c)(1)(A) by inserting “chapter
 6 423,” after “chapter 421,”.

7 (d) APPLICABILITY OF REQUIREMENTS.—Except as
 8 otherwise specifically provided, the requirements of chap-
 9 ter 423 of title 49, United States Code, as added by this
 10 section, shall begin to apply 60 days after the date of en-
 11 actment of this Act.

12 **SEC. 407. CONTENTS OF COMPETITION PLANS.**

13 Section 47106(f)(2) is amended—

- 14 (1) by striking “patterns of air service,”;
 15 (2) by inserting “and” before “whether”; and
 16 (3) by striking “ , and airfare levels” and all
 17 that follows before the period.

18 **SEC. 408. EXTENSION OF COMPETITIVE ACCESS REPORTS.**

19 Section 47107(s)(3) is amended by striking “April 1,
 20 2009” and inserting “September 30, 2012”.

21 **SEC. 409. CONTRACT TOWER PROGRAM.**

22 (a) COST-BENEFIT REQUIREMENT.—Section
 23 47124(b) is amended—

- 24 (1) by striking “(1) The Secretary” and insert-
 25 ing the following:

1 “(1) CONTRACT TOWER PROGRAM.—

2 “(A) CONTINUATION AND EXTENSION.—

3 The Secretary”;

4 (2) by adding at the end of paragraph (1) the
5 following:

6 “(B) SPECIAL RULE.—If the Secretary de-
7 termines that a tower already operating under
8 the program continued under this paragraph
9 has a benefit to cost ratio of less than 1.0, the
10 airport sponsor or State or local government
11 having jurisdiction over the airport shall not be
12 required to pay the portion of the costs that ex-
13 ceeds the benefit for a period of 18 months
14 after such determination is made.

15 “(C) USE OF EXCESS FUNDS.—If the Sec-
16 retary finds that all or part of an amount made
17 available to carry out the program continued
18 under this paragraph is not required during a
19 fiscal year, the Secretary may use, during such
20 fiscal year, the amount not so required to carry
21 out the program established under paragraph
22 (3).”; and

23 (3) by striking “(2) The Secretary” and insert-
24 ing the following:

25 “(2) GENERAL AUTHORITY.—The Secretary”.

1 (b) CONTRACT AIR TRAFFIC CONTROL TOWER COST-
2 SHARING PROGRAM.—

3 (1) FUNDING.—Section 47124(b)(3)(E) is
4 amended—

5 (A) by striking “and”; and

6 (B) by inserting “, \$8,500,000 for fiscal
7 year 2008, \$9,000,000 for fiscal year 2009,
8 \$9,500,000 for fiscal year 2010, \$10,000,000
9 for fiscal year 2011, and \$10,000,000 for fiscal
10 year 2012” after “2007”.

11 (2) USE OF EXCESS FUNDS.—Section
12 47124(b)(3) is amended—

13 (A) by redesignating subparagraph (E) (as
14 amended by paragraph (1) of this subsection)
15 as subparagraph (F); and

16 (B) by inserting after subparagraph (D)
17 the following:

18 “(E) USE OF EXCESS FUNDS.—If the Sec-
19 retary finds that all or part of an amount made
20 available under this subparagraph is not re-
21 quired during a fiscal year to carry out this
22 paragraph, the Secretary may use, during such
23 fiscal year, the amount not so required to carry
24 out the program continued under paragraph
25 (1).”.

1 (c) FEDERAL SHARE.—Section 47124(b)(4)(C) is
2 amended by striking “\$1,500,000” and inserting
3 “\$2,000,000”.

4 (d) SAFETY AUDITS.—Section 47124 is amended by
5 adding at the end the following:

6 “(c) SAFETY AUDITS.—The Secretary shall establish
7 uniform standards and requirements for safety assess-
8 ments of air traffic control towers that receive funding
9 under this section.”.

10 **SEC. 410. AIRFARES FOR MEMBERS OF THE ARMED**
11 **FORCES.**

12 (a) FINDINGS.—Congress finds that—

13 (1) the Armed Forces is comprised of approxi-
14 mately 1,400,000 members who are stationed on ac-
15 tive duty at more than 6,000 military bases in 146
16 different countries;

17 (2) the United States is indebted to the mem-
18 bers of the Armed Forces, many of whom are in
19 grave danger due to their engagement in, or expo-
20 sure to, combat;

21 (3) military service, especially in the current
22 war against terrorism, often requires members of the
23 Armed Forces to be separated from their families on
24 short notice, for long periods of time, and under
25 very stressful conditions;

1 (4) the unique demands of military service often
2 preclude members of the Armed Forces from pur-
3 chasing discounted advance airline tickets in order
4 to visit their loved ones at home and require mem-
5 bers of the Armed Forces to travel with heavy bags;
6 and

7 (5) it is the patriotic duty of the people of the
8 United States to support the members of the Armed
9 Forces who are defending the Nation's interests
10 around the world at great personal sacrifice.

11 (b) SENSE OF CONGRESS.—It is the sense of Con-
12 gress that each United States air carrier should—

13 (1) establish for all members of the Armed
14 Forces on active duty reduced air fares that are
15 comparable to the lowest airfare for ticketed flights;
16 and

17 (2) offer flexible terms that allow members of
18 the Armed Forces on active duty to purchase, mod-
19 ify, or cancel tickets without time restrictions, fees,
20 and penalties and waive baggage fees for a minimum
21 of 3 bags.

1 **SEC. 411. REPEAL OF ESSENTIAL AIR SERVICE LOCAL PAR-**
2 **TICIPATION PROGRAM.**

3 (a) REPEAL.—Section 41747 of title 49, United
4 States Code, and the item relating to such section in the
5 analysis for chapter 417 of such title, are repealed.

6 (b) APPLICABILITY.—Title 49, United States Code,
7 shall be applied as if section 41747 of such title had not
8 been enacted.

9 **SEC. 412. ADJUSTMENT TO SUBSIDY CAP TO REFLECT IN-**
10 **CREASED FUEL COSTS.**

11 (a) IN GENERAL.—The \$200 per passenger subsidy
12 cap initially established by Public Law 103–122 (107
13 Stat. 1198; 1201) and made permanent by section 332
14 of Public Law 106–69 (113 Stat. 1022) shall be increased
15 by an amount necessary to account for the increase, if any,
16 in the cost of aviation fuel in the 24 months preceding
17 the date of enactment of this Act, as determined by the
18 Secretary.

19 (b) ADJUSTMENT OF CAP.—Not later than 60 days
20 after the date of enactment of this Act, the Secretary shall
21 publish in the Federal Register the increased subsidy cap
22 as an interim final rule, pursuant to which public comment
23 will be sought and a final rule issued.

24 (c) LIMITATION ON ELIGIBILITY.—A community that
25 has been determined, pursuant to a final order issued by
26 the Department of Transportation before the date of en-

1 actment of this Act, to be ineligible for subsidized air serv-
2 ice under subchapter II of chapter 417 of title 49, United
3 States Code, shall not be eligible for the increased subsidy
4 cap established pursuant to this section.

5 **SEC. 413. NOTICE TO COMMUNITIES PRIOR TO TERMI-**
6 **NATION OF ELIGIBILITY FOR SUBSIDIZED ES-**
7 **SENTIAL AIR SERVICE.**

8 Section 41733 of title 49, United States Code, is
9 amended by adding at the end the following:

10 “(f) NOTICE TO COMMUNITIES PRIOR TO TERMI-
11 NATION OF ELIGIBILITY.—

12 “(1) IN GENERAL.—The Secretary shall notify
13 each community receiving basic essential air service
14 for which compensation is being paid under this sub-
15 chapter on or before the 45th day before issuing any
16 final decision to end the payment of such compensa-
17 tion due to a determination by the Secretary that
18 providing such service requires a rate of subsidy per
19 passenger in excess of the subsidy cap.

20 “(2) PROCEDURES TO AVOID TERMINATION.—
21 The Secretary shall establish, by order, procedures
22 by which each community notified of an impending
23 loss of subsidy under paragraph (1) may work di-
24 rectly with an air carrier to ensure that the air car-
25 rier is able to submit a proposal to the Secretary to

1 provide essential air service to such community for
2 an amount of compensation that would not exceed
3 the subsidy cap.

4 “(3) ASSISTANCE PROVIDED.—The Secretary
5 shall provide, by order, to each community notified
6 under paragraph (1) information regarding—

7 “(A) the procedures established pursuant
8 to paragraph (2); and

9 “(B) the maximum amount of compensa-
10 tion that could be provided under this sub-
11 chapter to an air carrier serving such commu-
12 nity that would comply with the subsidy cap.

13 “(4) SUBSIDY CAP DEFINED.—In this sub-
14 section, the term ‘subsidy cap’ means the subsidy
15 cap established by section 332 of Public Law 106-
16 69, including any increase to that subsidy cap estab-
17 lished by the Secretary pursuant to the FAA Reau-
18 thorization Act of 2009.”.

19 **SEC. 414. RESTORATION OF ELIGIBILITY TO A PLACE DE-**
20 **TERMINED BY THE SECRETARY TO BE INELI-**
21 **GIBLE FOR SUBSIDIZED ESSENTIAL AIR**
22 **SERVICE.**

23 Section 41733 (as amended by section 413 of this
24 Act) is further amended by adding at the end the fol-
25 lowing:

1 “(g) PROPOSALS OF STATE AND LOCAL GOVERN-
2 MENTS TO RESTORE ELIGIBILITY.—

3 “(1) IN GENERAL.—If the Secretary, after the
4 date of enactment of this subsection, ends payment
5 of compensation to an air carrier for providing basic
6 essential air service to an eligible place because the
7 Secretary has determined that providing such service
8 requires a rate of subsidy per passenger in excess of
9 the subsidy cap (as defined in subsection (f)), a
10 State or local government may submit to the Sec-
11 retary a proposal for restoring compensation for
12 such service. Such proposal shall be a joint proposal
13 of the State or local government and an air carrier.

14 “(2) DETERMINATION BY SECRETARY.—If a
15 State or local government submits to the Secretary
16 a proposal under paragraph (1) with respect to an
17 eligible place, and the Secretary determines that—

18 “(A) the rate of subsidy per passenger
19 under the proposal does not exceed the subsidy
20 cap (as defined in subsection (f)); and

21 “(B) the proposal is consistent with the
22 legal and regulatory requirements of the essen-
23 tial air service program,

24 the Secretary shall issue an order restoring the eligi-
25 bility of the otherwise eligible place to receive basic

1 essential air service by an air carrier for compensa-
 2 tion under subsection (c).”.

3 **SEC. 415. OFFICE OF RURAL AVIATION.**

4 (a) IN GENERAL.—Subchapter II of chapter 417 is
 5 amended by adding at the end the following:

6 **“§ 41749. Office of Rural Aviation**

7 “(a) ESTABLISHMENT.—The Secretary of Transpor-
 8 tation shall establish within the Department of Transpor-
 9 tation an office to be known as the ‘Office of Rural Avia-
 10 tion’ (in this section referred to as the ‘Office’).

11 “(b) FUNCTIONS.—The Office shall—

12 “(1) monitor the status of air service to small
 13 communities;

14 “(2) develop proposals to improve air service to
 15 small communities; and

16 “(3) carry out such other functions as the Sec-
 17 retary considers appropriate.”.

18 (b) CLERICAL AMENDMENT.—The analysis for sub-
 19 chapter II of chapter 417 is amended by adding at the
 20 end the following:

“41749. Office of Rural Aviation.”.

21 **SEC. 416. ADJUSTMENTS TO COMPENSATION FOR SIGNIFI-**
 22 **CANTLY INCREASED COSTS.**

23 (a) EMERGENCY ACROSS-THE-BOARD ADJUST-
 24 MENT.—Subject to the availability of funds, the Secretary
 25 may increase the rates of compensation payable to air car-

1 riers under subchapter II of chapter 417 of title 49,
2 United States Code, to compensate such carriers for in-
3 creased aviation fuel costs, without regard to any agree-
4 ment or requirement relating to the renegotiation of con-
5 tracts or any notice requirement under section 41734 of
6 such title.

7 (b) EXPEDITED PROCESS FOR ADJUSTMENTS TO IN-
8 DIVIDUAL CONTRACTS.—

9 (1) IN GENERAL.—Section 41734(d) of title 49,
10 United States Code, is amended by striking “con-
11 tinue to pay” and all that follows through “com-
12 pensation sufficient—” and inserting “provide the
13 carrier with compensation sufficient—”.

14 (2) EFFECTIVE DATE.—The amendment made
15 by paragraph (1) shall apply to compensation to air
16 carriers for air service provided after the 30th day
17 following the date of enactment of this Act.

18 **SEC. 417. REVIEW OF AIR CARRIER FLIGHT DELAYS, CAN-**
19 **CELLATIONS, AND ASSOCIATED CAUSES.**

20 (a) REVIEW.—The Inspector General of the Depart-
21 ment of Transportation shall conduct a review regarding
22 air carrier flight delays, cancellations, and associated
23 causes to update its 2000 report numbered CR–2000–112
24 and entitled “Audit of Air Carrier Flight Delays and Can-
25 cellations”.

1 (b) ASSESSMENTS.—In conducting the review under
2 subsection (a), the Inspector General shall assess—

3 (1) the need for an update on delay and can-
4 cellation statistics, such as number of chronically de-
5 layed flights and taxi-in and taxi-out times;

6 (2) air carriers' scheduling practices;

7 (3) the need for a re-examination of capacity
8 benchmarks at the Nation's busiest airports; and

9 (4) the impact of flight delays and cancellations
10 on air travelers, including recommendations for pro-
11 grams that could be implemented to address the im-
12 pact of flight delays on air travelers.

13 (c) REPORT.—Not later than one year after the date
14 of enactment of this Act, the Inspector General shall sub-
15 mit to the Committee on Transportation and Infrastruc-
16 ture of the House of Representatives and the Committee
17 on Commerce, Science, and Transportation of the Senate
18 a report on the results of the review conducted under this
19 section, including the assessments described in subsection
20 (b).

21 **SEC. 418. EUROPEAN UNION RULES FOR PASSENGER**
22 **RIGHTS.**

23 (a) IN GENERAL.—The Comptroller General shall
24 conduct a study to evaluate and compare the regulations
25 of the European Union and the United States on com-

1 pensation and other consideration offered to passengers
2 who are denied boarding or whose flights are cancelled or
3 delayed.

4 (b) **SPECIFIC STUDY REQUIREMENTS.**—The study
5 shall include an evaluation and comparison of the regula-
6 tions based on costs to the air carriers, preferences of pas-
7 sengers for compensation or other consideration, and
8 forms of compensation. In conducting the study, the
9 Comptroller General shall also take into account the dif-
10 ferences in structure and size of the aviation systems of
11 the European Union and the United States.

12 (c) **REPORT.**—Not later than one year after the date
13 of enactment of this Act, the Comptroller General shall
14 submit a report to Congress on the results of the study.

15 **SEC. 419. ESTABLISHMENT OF ADVISORY COMMITTEE FOR**
16 **AVIATION CONSUMER PROTECTION.**

17 (a) **IN GENERAL.**—The Secretary of Transportation
18 shall establish an advisory committee for aviation con-
19 sumer protection (in this section referred to as the “advi-
20 sory committee”) to advise the Secretary in carrying out
21 air passenger service improvements, including those re-
22 quired by chapter 423 of title 49, United States Code.

23 (b) **MEMBERSHIP.**—The Secretary shall appoint 8
24 members to the advisory committee as follows:

1 (1) Two representatives of air carriers required
2 to submit emergency contingency plans pursuant to
3 section 42301 of title 49, United States Code.

4 (2) Two representatives of the airport operators
5 required to submit emergency contingency plans pur-
6 suant to section 42301 of such title.

7 (3) Two representatives of State and local gov-
8 ernments who have expertise in aviation consumer
9 protection matters.

10 (4) Two representatives of nonprofit public in-
11 terest groups who have expertise in aviation con-
12 sumer protection matters.

13 (c) VACANCIES.—A vacancy in the advisory com-
14 mittee shall be filled in the manner in which the original
15 appointment was made.

16 (d) TRAVEL EXPENSES.—Members of the advisory
17 committee shall serve without pay but shall receive travel
18 expenses, including per diem in lieu of subsistence, in ac-
19 cordance with subchapter I of chapter 57 of title 5, United
20 States Code.

21 (e) CHAIRPERSON.—The Secretary shall designate,
22 from among the individuals appointed under subsection
23 (b), an individual to serve as chairperson of the advisory
24 committee.

1 (f) DUTIES.—The duties of the advisory committee
2 shall include the following:

3 (1) Evaluating existing aviation consumer pro-
4 tection programs and providing recommendations for
5 the improvement of such programs, if needed.

6 (2) Providing recommendations to establish ad-
7 ditional aviation consumer protection programs, if
8 needed.

9 (g) REPORT.—Not later than February 1 of each of
10 the first 2 calendar years beginning after the date of en-
11 actment of this Act, the Secretary shall transmit to Con-
12 gress a report containing—

13 (1) each recommendation made by the advisory
14 committee during the preceding calendar year; and

15 (2) an explanation of how the Secretary has im-
16 plemented each recommendation and, for each rec-
17 ommendation not implemented, the Secretary's rea-
18 son for not implementing the recommendation.

19 **SEC. 420. DENIED BOARDING COMPENSATION.**

20 Not later than May 19, 2010, and every 2 years
21 thereafter, the Secretary shall evaluate the amount pro-
22 vided for denied boarding compensation and issue a regu-
23 lation to adjust such compensation as necessary.

1 **SEC. 421. SCHEDULE REDUCTION.**

2 (a) IN GENERAL.—If the Administrator of the Fed-
3 eral Aviation Administration determines that: (1) the air-
4 craft operations of air carriers during any hour at an air-
5 port exceeds the hourly maximum departure and arrival
6 rate established by the Administrator for such operations;
7 and (2) the operations in excess of the maximum depar-
8 ture and arrival rate for such hour at such airport are
9 likely to have a significant adverse effect on the national
10 or regional airspace system, the Administrator shall con-
11 vene a conference of such carriers to reduce pursuant to
12 section 41722, on a voluntary basis, the number of such
13 operations to less than such maximum departure and ar-
14 rival rate.

15 (b) NO AGREEMENT.—If the air carriers partici-
16 pating in a conference with respect to an airport under
17 subsection (a) are not able to agree to a reduction in the
18 number of flights to and from the airport to less than the
19 maximum departure and arrival rate, the Administrator
20 shall take such action as is necessary to ensure such re-
21 duction is implemented.

22 (c) QUARTERLY REPORTS.—Beginning 3 months
23 after the date of enactment of this Act and every 3 months
24 thereafter, the Administrator shall submit to Congress a
25 report regarding scheduling at the 35 airports that have
26 the greatest number of passenger enplanements, including

1 each occurrence in which hourly scheduled aircraft oper-
2 ations of air carriers at such an airport exceed the hourly
3 maximum departure and arrival rate at any such airport.

4 **SEC. 422. EXPANSION OF DOT AIRLINE CONSUMER COM-**
5 **PLAINT INVESTIGATIONS.**

6 (a) IN GENERAL.—Subject to the availability of ap-
7 propriations, the Secretary of Transportation shall inves-
8 tigate consumer complaints regarding—

9 (1) flight cancellations;

10 (2) compliance with Federal regulations con-
11 cerning overbooking seats on flights;

12 (3) lost, damaged, or delayed baggage, and dif-
13 ficulties with related airline claims procedures;

14 (4) problems in obtaining refunds for unused or
15 lost tickets or fare adjustments;

16 (5) incorrect or incomplete information about
17 fares, discount fare conditions and availability, over-
18 charges, and fare increases;

19 (6) the rights of passengers who hold frequent
20 flier miles or equivalent redeemable awards earned
21 through customer-loyalty programs; and

22 (7) deceptive or misleading advertising.

23 (b) BUDGET NEEDS REPORT.—The Secretary shall
24 provide, as an annex to its annual budget request, an esti-
25 mate of resources which would have been sufficient to in-

1 vestigate all such claims the Department of Transpor-
2 tation received in the previous fiscal year. The annex shall
3 be transmitted to Congress when the President submits
4 the budget of the United States to the Congress under
5 section 1105 of title 31, United States Code.

6 **SEC. 423. PROHIBITIONS AGAINST VOICE COMMUNICA-**
7 **TIONS USING MOBILE COMMUNICATIONS DE-**
8 **VICES ON SCHEDULED FLIGHTS.**

9 (a) IN GENERAL.—Subchapter I of chapter 417 of
10 title 49, United States Code, is amended by adding at the
11 end the following:

12 **“§ 41724. Prohibitions against voice communications**
13 **using mobile communications devices on**
14 **scheduled flights**

15 “(a) INTERSTATE AND INTRASTATE AIR TRANSPOR-
16 TATION.—

17 “(1) IN GENERAL.—An individual may not en-
18 gage in voice communications using a mobile com-
19 munications device in an aircraft during a flight in
20 scheduled passenger interstate air transportation or
21 scheduled passenger intrastate air transportation.

22 “(2) EXCEPTIONS.—The prohibition described
23 in paragraph (1) shall not apply to—

24 “(A) a member of the flight crew or flight
25 attendants on an aircraft; or

1 “(B) a Federal law enforcement officer
2 acting in an official capacity.

3 “(b) FOREIGN AIR TRANSPORTATION.—

4 “(1) IN GENERAL.—The Secretary of Transpor-
5 tation shall require all air carriers and foreign air
6 carriers to adopt the prohibition described in sub-
7 section (a) with respect to the operation of an air-
8 craft in scheduled passenger foreign air transpor-
9 tation.

10 “(2) ALTERNATE PROHIBITION.—If a foreign
11 government objects to the application of paragraph
12 (1) on the basis that paragraph (1) provides for an
13 extraterritorial application of the laws of the United
14 States, the Secretary may waive the application of
15 paragraph (1) to a foreign air carrier licensed by
16 that foreign government until such time as an alter-
17 native prohibition on voice communications using a
18 mobile communications device during flight is nego-
19 tiated by the Secretary with such foreign govern-
20 ment through bilateral negotiations.

21 “(c) DEFINITIONS.—In this section, the following
22 definitions apply:

23 “(1) FLIGHT.—The term ‘flight’ means the pe-
24 riod beginning when an aircraft takes off and ending
25 when an aircraft lands.

1 “(2) VOICE COMMUNICATIONS USING A MOBILE
2 COMMUNICATIONS DEVICE.—

3 “(A) INCLUSIONS.—The term ‘voice com-
4 munications using a mobile communications de-
5 vice’ includes voice communications using—

6 “(i) a commercial mobile radio service
7 or other wireless communications device;

8 “(ii) a broadband wireless device or
9 other wireless device that transmits data
10 packets using the Internet Protocol or
11 comparable technical standard; or

12 “(iii) a device having voice override
13 capability.

14 “(B) EXCLUSION.—Such term does not in-
15 clude voice communications using a phone in-
16 stalled on an aircraft.

17 “(d) SAFETY REGULATIONS.—This section shall not
18 be construed to affect the authority of the Secretary to
19 impose limitations on voice communications using a mobile
20 communications device for safety reasons.

21 “(e) REGULATIONS.—The Secretary shall prescribe
22 such regulations as are necessary to carry out this sec-
23 tion.”.

24 (b) CLERICAL AMENDMENT.—The analysis for such
25 subchapter is amended by adding at the end the following:

“Sec. 41724. Prohibitions against voice communications using mobile communications devices on scheduled flights.”.

1 **TITLE** **V—ENVIRONMENTAL**
2 **STEWARDSHIP AND STREAM-**
3 **LINING**

4 **SEC. 501. AMENDMENTS TO AIR TOUR MANAGEMENT PRO-**
5 **GRAM.**

6 Section 40128 is amended—

7 (1) in subsection (a)(1)(C) by inserting “or vol-
8 untary agreement under subsection (b)(7)” before
9 “for the park”;

10 (2) in subsection (a) by adding at the end the
11 following:

12 “(5) EXEMPTION.—

13 “(A) IN GENERAL.—Notwithstanding para-
14 graph (1), a national park that has 50 or fewer
15 commercial air tour flights a year shall be ex-
16 empt from the requirements of this section, ex-
17 cept as provided in subparagraph (B).

18 “(B) WITHDRAWAL OF EXEMPTION.—If
19 the Director determines that an air tour man-
20 agement plan or voluntary agreement is nec-
21 essary to protect park resources and values or
22 park visitor use and enjoyment, the Director
23 shall withdraw the exemption of a park under
24 subparagraph (A).

1 “(C) LIST OF PARKS.—The Director shall
2 inform the Administrator, in writing, of each
3 determination under subparagraph (B). The Di-
4 rector and Administrator shall publish an an-
5 nual list of national parks that are covered by
6 the exemption provided by this paragraph.

7 “(D) ANNUAL REPORT.—A commercial air
8 tour operator conducting commercial air tours
9 in a national park that is exempt from the re-
10 quirements of this section shall submit to the
11 Administrator and the Director an annual re-
12 port regarding the number of commercial air
13 tour flights it conducts each year in such
14 park.”;

15 (3) in subsection (b) by adding at the end the
16 following:

17 “(7) VOLUNTARY AGREEMENTS.—

18 “(A) IN GENERAL.—As an alternative to
19 an air tour management plan, the Director and
20 the Administrator may enter into a voluntary
21 agreement with a commercial air tour operator
22 (including a new entrant applicant and an oper-
23 ator that has interim operating authority) that
24 has applied to conduct air tour operations over

1 a national park to manage commercial air tour
2 operations over such national park.

3 “(B) PARK PROTECTION.—A voluntary
4 agreement under this paragraph with respect to
5 commercial air tour operations over a national
6 park shall address the management issues nec-
7 essary to protect the resources of such park and
8 visitor use of such park without compromising
9 aviation safety or the air traffic control system
10 and may—

11 “(i) include provisions such as those
12 described in subparagraphs (B) through
13 (E) of paragraph (3);

14 “(ii) include provisions to ensure the
15 stability of, and compliance with, the vol-
16 untary agreement; and

17 “(iii) provide for fees for such oper-
18 ations.

19 “(C) PUBLIC.—The Director and the Ad-
20 ministrator shall provide an opportunity for
21 public review of a proposed voluntary agree-
22 ment under this paragraph and shall consult
23 with any Indian tribe whose tribal lands are, or
24 may be, flown over by a commercial air tour op-
25 erator under a voluntary agreement under this

1 paragraph. After such opportunity for public re-
2 view and consultation, the voluntary agreement
3 may be implemented without further adminis-
4 trative or environmental process beyond that
5 described in this subsection.

6 “(D) TERMINATION.—A voluntary agree-
7 ment under this paragraph may be terminated
8 at any time at the discretion of the Director or
9 the Administrator if the Director determines
10 that the agreement is not adequately protecting
11 park resources or visitor experiences or the Ad-
12 ministrator determines that the agreement is
13 adversely affecting aviation safety or the na-
14 tional aviation system. If a voluntary agreement
15 for a national park is terminated, the operators
16 shall conform to the requirements for interim
17 operating authority under subsection (c) until
18 an air tour management plan for the park is in
19 effect.”;

20 (4) in subsection (c) by striking paragraph
21 (2)(I) and inserting the following:

22 “(I) may allow for modifications of the in-
23 terim operating authority without further envi-
24 ronmental review beyond that described in this
25 section if—

1 “(i) adequate information regarding
2 the operator’s existing and proposed oper-
3 ations under the interim operating author-
4 ity is provided to the Administrator and
5 the Director;

6 “(ii) the Administrator determines
7 that there would be no adverse impact on
8 aviation safety or the air traffic control
9 system; and

10 “(iii) the Director agrees with the
11 modification, based on the Director’s pro-
12 fessional expertise regarding the protection
13 of the park resources and values and vis-
14 itor use and enjoyment.”;

15 (5) in subsection (c)(3)(A) by striking “if the
16 Administrator determines” and all that follows
17 through the period at the end and inserting “without
18 further environmental process beyond that described
19 in this paragraph if—

20 “(i) adequate information on the oper-
21 ator’s proposed operations is provided to
22 the Administrator and the Director by the
23 operator making the request;

24 “(ii) the Administrator agrees that
25 there would be no adverse impact on avia-

1 tion safety or the air traffic control sys-
2 tem; and

3 “(iii) the Director agrees, based on
4 the Director’s professional expertise re-
5 garding the protection of park resources
6 and values and visitor use and enjoy-
7 ment.”;

8 (6) by redesignating subsections (d), (e), and
9 (f) as subsections (e), (f), and (g), respectively; and

10 (7) by inserting after subsection (c) the fol-
11 lowing:

12 “(d) COMMERCIAL AIR TOUR OPERATOR RE-
13 PORTS.—

14 “(1) REPORT.—Each commercial air tour oper-
15 ator providing a commercial air tour over a national
16 park under interim operating authority granted
17 under subsection (e) or in accordance with an air
18 tour management plan under subsection (b) shall
19 submit a report to the Administrator and Director
20 regarding the number of its commercial air tour op-
21 erations over each national park and such other in-
22 formation as the Administrator and Director may
23 request in order to facilitate administering the provi-
24 sions of this section.

1 “(2) REPORT SUBMISSION.—Not later than 3
2 months after the date of enactment of the FAA Re-
3 authorization Act of 2009, the Administrator and
4 Director shall jointly issue an initial request for re-
5 ports under this subsection. The reports shall be
6 submitted to the Administrator and Director on a
7 frequency and in a format prescribed by the Admin-
8 istrator and Director.”.

9 **SEC. 502. STATE BLOCK GRANT PROGRAM.**

10 (a) GENERAL REQUIREMENTS.—Section 47128(a) is
11 amended—

12 (1) in the first sentence by striking “prescribe
13 regulations” and inserting “issue guidance”; and

14 (2) in the second sentence by striking “regula-
15 tions” and inserting “guidance”.

16 (b) APPLICATIONS AND SELECTION.—Section
17 47128(b)(4) is amended by inserting before the semicolon
18 the following: “, including the National Environmental
19 Policy Act of 1969 (42 U.S.C. 4321 et seq.), State and
20 local environmental policy acts, Executive orders, agency
21 regulations and guidance, and other Federal environ-
22 mental requirements”.

23 (c) ENVIRONMENTAL ANALYSIS AND COORDINATION
24 REQUIREMENTS.—Section 47128 is amended by adding at
25 the end the following:

1 “(d) ENVIRONMENTAL ANALYSIS AND COORDINA-
2 TION REQUIREMENTS.—A Federal agency, other than the
3 Federal Aviation Administration, that is responsible for
4 issuing an approval, license, or permit to ensure compli-
5 ance with a Federal environmental requirement applicable
6 to a project or activity to be carried out by a State using
7 amounts from a block grant made under this section
8 shall—

9 “(1) coordinate and consult with the State;

10 “(2) use the environmental analysis prepared by
11 the State for the project or activity if such analysis
12 is adequate; and

13 “(3) supplement such analysis, as necessary, to
14 meet applicable Federal requirements.”.

15 **SEC. 503. AIRPORT FUNDING OF SPECIAL STUDIES OR RE-**
16 **VIEWS.**

17 Section 47173(a) is amended by striking “services of
18 consultants in order to” and all that follows through the
19 period at the end and inserting “services of consultants—

20 “(1) to facilitate the timely processing, review,
21 and completion of environmental activities associated
22 with an airport development project;

23 “(2) to conduct special environmental studies
24 related to an airport project funded with Federal
25 funds;

1 “(3) to conduct special studies or reviews to
2 support approved noise compatibility measures de-
3 scribed in part 150 of title 14, Code of Federal Reg-
4 ulations; or

5 “(4) to conduct special studies or reviews to
6 support environmental mitigation in a record of deci-
7 sion or finding of no significant impact by the Fed-
8 eral Aviation Administration.”.

9 **SEC. 504. GRANT ELIGIBILITY FOR ASSESSMENT OF FLIGHT**
10 **PROCEDURES.**

11 Section 47504 is amended by adding at the end the
12 following:

13 “(e) GRANTS FOR ASSESSMENT OF FLIGHT PROCE-
14 DURES.—

15 “(1) IN GENERAL.—In accordance with sub-
16 section (c)(1), the Secretary may make a grant to an
17 airport operator to assist in completing environ-
18 mental review and assessment activities for pro-
19 posals to implement flight procedures at such airport
20 that have been approved as part of an airport noise
21 compatibility program under subsection (b).

22 “(2) ADDITIONAL STAFF.—The Administrator
23 may accept funds from an airport operator, includ-
24 ing funds provided to the operator under paragraph
25 (1), to hire additional staff or obtain the services of

1 consultants in order to facilitate the timely proc-
2 essing, review, and completion of environmental ac-
3 tivities associated with proposals to implement flight
4 procedures at such airport that have been approved
5 as part of an airport noise compatibility program
6 under subsection (b).

7 “(3) RECEIPTS CREDITED AS OFFSETTING COL-
8 LECTIONS.—Notwithstanding section 3302 of title
9 31, any funds accepted under this section—

10 “(A) shall be credited as offsetting collec-
11 tions to the account that finances the activities
12 and services for which the funds are accepted;

13 “(B) shall be available for expenditure only
14 to pay the costs of activities and services for
15 which the funds are accepted; and

16 “(C) shall remain available until ex-
17 pended.”.

18 **SEC. 505. CLEAN RESEARCH, DEVELOPMENT, AND IMPLE-**
19 **MENTATION PARTNERSHIP.**

20 (a) COOPERATIVE AGREEMENT.—Subchapter I of
21 chapter 475 is amended by adding at the end the fol-
22 lowing:

1 **“§ 47511. CLEEN research, development, and imple-**
2 **mentation partnership**

3 “(a) IN GENERAL.—The Administrator of the Fed-
4 eral Aviation Administration, in coordination with the Ad-
5 ministrator of the National Aeronautics and Space Admin-
6 istration, shall enter into a cooperative agreement, using
7 a competitive process, with an institution, entity, or con-
8 sortium to carry out a program for the development, ma-
9 turing, and certification of CLEEN engine and airframe
10 technology for aircraft over the next 10 years.

11 “(b) CLEEN ENGINE AND AIRFRAME TECHNOLOGY
12 DEFINED.—In this section, the term ‘CLEEN engine and
13 airframe technology’ means continuous lower energy,
14 emissions, and noise engine and airframe technology.

15 “(c) PERFORMANCE OBJECTIVE.—The Adminis-
16 trator of the Federal Aviation Administration, in coordina-
17 tion with the Administrator of the National Aeronautics
18 and Space Administration, shall establish the following
19 performance objectives for the program, to be achieved by
20 September 30, 2016:

21 “(1) Development of certifiable aircraft tech-
22 nology that reduces fuel burn by 33 percent com-
23 pared to current technology, reducing energy con-
24 sumption and greenhouse gas emissions.

25 “(2) Development of certifiable engine tech-
26 nology that reduces landing and takeoff cycle nitro-

1 gen oxide emissions by 60 percent, at a pressure
2 ratio of 30, over the International Civil Aviation Or-
3 ganization standard adopted at the 6th Meeting of
4 the Committee on Aviation Environmental Protec-
5 tion, with commensurate reductions over the full
6 pressure ratio range, while limiting or reducing
7 other gaseous or particle emissions.

8 “(3) Development of certifiable aircraft tech-
9 nology that reduces noise levels by 32 Effective Per-
10 ceived Noise Level in Decibels cumulative, relative to
11 Stage 4 standards.

12 “(4) Determination of the feasibility of the use
13 of alternative fuels in aircraft systems, including
14 successful demonstration and quantification of the
15 benefits of such fuels.

16 “(5) Determination of the extent to which new
17 engine and aircraft technologies may be used to ret-
18 rofit or re-engine aircraft to increase the integration
19 of retrofitted and re-engined aircraft into the com-
20 mercial fleet.

21 “(d) FUNDING.—Of amounts appropriated under sec-
22 tion 48102(a), not more than the following amounts may
23 be used to carry out this section:

24 “(1) \$20,000,000 for fiscal year 2009.

25 “(2) \$25,000,000 for fiscal year 2010.

1 “(3) \$33,000,000 for fiscal year 2011.

2 “(4) \$50,000,000 for fiscal year 2012.

3 “(e) REPORT.—Beginning in fiscal year 2010, the
4 Administrator of the Federal Aviation Administration
5 shall publish an annual report on the program established
6 under this section until completion of the program.”.

7 (b) CLERICAL AMENDMENT.—The analysis for such
8 subchapter is amended by adding at the end the following:
“47511. CLEEN research, development, and implementation partnership.”.

9 **SEC. 506. PROHIBITION ON OPERATING CERTAIN AIRCRAFT**
10 **WEIGHING 75,000 POUNDS OR LESS NOT COM-**
11 **PLYING WITH STAGE 3 NOISE LEVELS.**

12 (a) IN GENERAL.—Subchapter II of chapter 475 is
13 amended by adding at the end the following:

14 **“§ 47534. Prohibition on operating certain aircraft**
15 **weighing 75,000 pounds or less not com-**
16 **plying with stage 3 noise levels**

17 “(a) PROHIBITION.—Except as provided in sub-
18 section (b), (c), or (d), after December 31, 2013, a person
19 may not operate a civil subsonic jet airplane with a max-
20 imum weight of 75,000 pounds or less, and for which an
21 airworthiness certificate (other than an experimental cer-
22 tificate) has been issued, to or from an airport in the
23 United States unless the Secretary of Transportation
24 finds that the aircraft complies with stage 3 noise levels.

1 “(b) EXCEPTION.—Subsection (a) shall not apply to
2 aircraft operated only outside the 48 contiguous States.

3 “(c) EXCEPTIONS.—The Secretary may allow tem-
4 porary operation of an airplane otherwise prohibited from
5 operation under subsection (a) to or from an airport in
6 the contiguous United States by granting a special flight
7 authorization for one or more of the following cir-
8 cumstances:

9 “(1) To sell, lease, or use the aircraft outside
10 the 48 contiguous States.

11 “(2) To scrap the aircraft.

12 “(3) To obtain modifications to the aircraft to
13 meet stage 3 noise levels.

14 “(4) To perform scheduled heavy maintenance
15 or significant modifications on the aircraft at a
16 maintenance facility located in the contiguous 48
17 States.

18 “(5) To deliver the aircraft to an operator leas-
19 ing the aircraft from the owner or return the air-
20 craft to the lessor.

21 “(6) To prepare, park, or store the aircraft in
22 anticipation of any of the activities described in
23 paragraphs (1) through (5).

24 “(7) To provide transport of persons and goods
25 in the relief of emergency situations.

1 “(8) To divert the aircraft to an alternative air
2 port in the 48 contiguous States on account of
3 weather, mechanical, fuel, air traffic control, or
4 other safety reasons while conducting a flight in
5 order to perform any of the activities described in
6 paragraphs (1) through (7).

7 “(d) STATUTORY CONSTRUCTION.—Nothing in the
8 section may be construed as interfering with, nullifying,
9 or otherwise affecting determinations made by the Federal
10 Aviation Administration, or to be made by the Administra-
11 tion, with respect to applications under part 161 of title
12 14, Code of Federal Regulations, that were pending on
13 the date of enactment of this section.”.

14 (b) CONFORMING AMENDMENTS.—

15 (1) Section 47531 is amended—

16 (A) in the section heading by striking “**for**
17 **violating sections 47528–47530**”; and

18 (B) by striking “47529, or 47530” and in-
19 serting “47529, 47530, or 47534”.

20 (2) Section 47532 is amended by inserting “or
21 47534” after “47528–47531”.

22 (3) The analysis for chapter 475 is amended—

23 (A) by striking the item relating to section
24 47531 and inserting the following:

“47531. Penalties.”;

25 and

1 (B) by inserting after the item relating to
2 section 47533 the following:

“47534. Prohibition on operating certain aircraft weighing 75,000 pounds or
less not complying with stage 3 noise levels.”.

3 **SEC. 507. ENVIRONMENTAL MITIGATION PILOT PROGRAM.**

4 (a) ESTABLISHMENT.—The Secretary of Transpor-
5 tation shall establish a pilot program to carry out not
6 more than 6 environmental mitigation demonstration
7 projects at public-use airports.

8 (b) GRANTS.—In implementing the program, the Sec-
9 retary may make a grant to the sponsor of a public-use
10 airport from funds apportioned under section
11 47117(e)(1)(A) of title 49, United States Code, to carry
12 out an environmental mitigation demonstration project to
13 measurably reduce or mitigate aviation impacts on noise,
14 air quality, or water quality in the vicinity of the airport.

15 (c) ELIGIBILITY FOR PASSENGER FACILITY FEES.—
16 An environmental mitigation demonstration project that
17 receives funds made available under this section may be
18 considered an eligible airport-related project for purposes
19 of section 40117 of such title.

20 (d) SELECTION CRITERIA.—In selecting among ap-
21 plicants for participation in the program, the Secretary
22 shall give priority consideration to applicants proposing to
23 carry out environmental mitigation demonstration projects
24 that will—

1 (1) achieve the greatest reductions in aircraft
2 noise, airport emissions, or airport water quality im-
3 pacts either on an absolute basis or on a per dollar
4 of funds expended basis; and

5 (2) be implemented by an eligible consortium.

6 (e) FEDERAL SHARE.—Notwithstanding any provi-
7 sion of subchapter I of chapter 471 of such title, the
8 United States Government share of allowable project costs
9 of an environmental mitigation demonstration project car-
10 ried out under this section shall be 50 percent.

11 (f) MAXIMUM AMOUNT.—The Secretary may not
12 make grants for a single environmental mitigation dem-
13 onstration project under this section in a total amount
14 that exceeds \$2,500,000.

15 (g) PUBLICATION OF INFORMATION.—The Secretary
16 may develop and publish information on the results of en-
17 vironmental mitigation demonstration projects carried out
18 under this section, including information identifying best
19 practices for reducing or mitigating aviation impacts on
20 noise, air quality, or water quality in the vicinity of air-
21 ports.

22 (h) DEFINITIONS.—In this section, the following defi-
23 nitions apply:

1 (1) ELIGIBLE CONSORTIUM.—The term “eligi-
2 ble consortium” means a consortium of 2 or more of
3 the following entities:

4 (A) A business incorporated in the United
5 States.

6 (B) A public or private educational or re-
7 search organization located in the United
8 States.

9 (C) An entity of a State or local govern-
10 ment.

11 (D) A Federal laboratory.

12 (2) ENVIRONMENTAL MITIGATION DEMONSTRA-
13 TION PROJECT.—The term “environmental mitiga-
14 tion demonstration project” means a project that—

15 (A) demonstrates at a public-use airport
16 environmental mitigation techniques or tech-
17 nologies with associated benefits, which have al-
18 ready been proven in laboratory demonstra-
19 tions;

20 (B) utilizes methods for efficient adapta-
21 tion or integration of innovative concepts to air-
22 port operations; and

23 (C) demonstrates whether a technique or
24 technology for environmental mitigation identi-
25 fied in research is—

- 1 (i) practical to implement at or near
2 multiple public-use airports; and
- 3 (ii) capable of reducing noise, airport
4 emissions, greenhouse gas emissions, or
5 water quality impacts in measurably sig-
6 nificant amounts.

7 **SEC. 508. AIRCRAFT DEPARTURE QUEUE MANAGEMENT**
8 **PILOT PROGRAM.**

9 (a) IN GENERAL.—The Secretary of Transportation
10 shall carry out a pilot program at not more than 5 public-
11 use airports under which the Federal Aviation Administra-
12 tion shall use funds made available under section 48101(a)
13 to test air traffic flow management tools, methodologies,
14 and procedures that will allow air traffic controllers of the
15 Administration to better manage the flow of aircraft on
16 the ground and reduce the length of ground holds and
17 idling time for aircraft.

18 (b) SELECTION CRITERIA.—In selecting from among
19 airports at which to conduct the pilot program, the Sec-
20 retary shall give priority consideration to airports at which
21 improvements in ground control efficiencies are likely to
22 achieve the greatest fuel savings or air quality or other
23 environmental benefits, as measured by the amount of re-
24 duced fuel, reduced emissions, or other environmental ben-
25 efits per dollar of funds expended under the pilot program.

1 (c) MAXIMUM AMOUNT.—Not more than a total of
2 \$5,000,000 may be expended under the pilot program at
3 any single public-use airport.

4 (d) REPORT TO CONGRESS.—Not later than 3 years
5 after the date of the enactment of this section, the Sec-
6 retary shall submit to the Committee on Transportation
7 and Infrastructure of the House of Representatives and
8 the Committee on Commerce, Science, and Transportation
9 of the Senate a report containing—

10 (1) an evaluation of the effectiveness of the
11 pilot program, including an assessment of the tools,
12 methodologies, and procedures that provided the
13 greatest fuel savings and air quality and other envi-
14 ronmental benefits, and any impacts on safety, ca-
15 pacity, or efficiency of the air traffic control system
16 or the airports at which affected aircraft were oper-
17 ating;

18 (2) an identification of anticipated benefits
19 from implementation of the tools, methodologies,
20 and procedures developed under the pilot program at
21 other airports;

22 (3) a plan for implementing the tools, meth-
23 odologies, and procedures developed under the pilot
24 program at other airports or the Secretary's reasons

1 for not implementing such measures at other air-
2 ports; and

3 (4) such other information as the Secretary
4 considers appropriate.

5 **SEC. 509. HIGH PERFORMANCE AND SUSTAINABLE AIR**
6 **TRAFFIC CONTROL FACILITIES.**

7 (a) IN GENERAL.—The Administrator of the Federal
8 Aviation Administration shall implement, to the maximum
9 extent practicable, sustainable practices for the incorpora-
10 tion of energy-efficient design, equipment, systems, and
11 other measures in the construction and major renovation
12 of air traffic control facilities of the Administration in
13 order to reduce energy consumption and improve the envi-
14 ronmental performance of such facilities.

15 (b) AUTHORIZATION.—Of amounts appropriated
16 under section 48101(a) of title 49, United States Code,
17 such sums as may be necessary may be used to carry out
18 this section.

19 **SEC. 510. REGULATORY RESPONSIBILITY FOR AIRCRAFT**
20 **ENGINE NOISE AND EMISSIONS STANDARDS.**

21 (a) INDEPENDENT REVIEW.—The Administrator of
22 the FAA shall make appropriate arrangements for the Na-
23 tional Academy of Public Administration or another quali-
24 fied independent entity to review, in consultation with the
25 FAA and the EPA, whether it is desirable to locate the

1 regulatory responsibility for the establishment of engine
2 noise and emissions standards for civil aircraft within one
3 of the agencies.

4 (b) CONSIDERATIONS.—The review shall be con-
5 ducted so as to take into account—

6 (1) the interrelationships between aircraft en-
7 gine noise and emissions;

8 (2) the need for aircraft engine noise and emis-
9 sions to be evaluated and addressed in an integrated
10 and comprehensive manner;

11 (3) the scientific expertise of the FAA and the
12 EPA to evaluate aircraft engine emissions and noise
13 impacts on the environment;

14 (4) expertise to interface environmental per-
15 formance with ensuring the highest safe and reliable
16 engine performance of aircraft in flight;

17 (5) consistency of the regulatory responsibility
18 with other missions of the FAA and the EPA;

19 (6) past effectiveness of the FAA and the EPA
20 in carrying out the aviation environmental respon-
21 sibilities assigned to the agency; and

22 (7) the international responsibility to represent
23 the United States with respect to both engine noise
24 and emissions standards for civil aircraft.

1 (c) REPORT TO CONGRESS.—Not later than 6
2 months after the date of enactment of this Act, the Ad-
3 ministrator of the FAA shall submit to Congress a report
4 on the results of the review. The report shall include any
5 recommendations developed as a result of the review and,
6 if a transfer of responsibilities is recommended, a descrip-
7 tion of the steps and timeline for implementation of the
8 transfer.

9 (d) DEFINITIONS.—In this section, the following defi-
10 nitions apply:

11 (1) EPA.—The term “EPA” means the Envi-
12 ronmental Protection Agency.

13 (2) FAA.—The term “FAA” means the Fed-
14 eral Aviation Administration.

15 **SEC. 511. CONTINUATION OF AIR QUALITY SAMPLING.**

16 The Administrator of the Federal Aviation Adminis-
17 tration shall complete the air quality studies and analysis
18 started pursuant to section 815 of the Vision 100—Cen-
19 tury of Aviation Reauthorization Act (49 U.S.C. 40101
20 note; 117 Stat. 2592), including the collection of samples
21 of the air onboard passenger aircraft by flight attendants
22 and the testing and analyzation of such samples for con-
23 taminants.

24 **SEC. 512. SENSE OF CONGRESS.**

25 It is the sense of Congress that—

1 (1) the proposed European Union directive ex-
2 tending the European Union’s emissions trading
3 proposal to international civil aviation without work-
4 ing through the International Civil Aviation Organi-
5 zation (in this section referred to as the “ICAO”) in
6 a consensus-based fashion is inconsistent with the
7 Convention on International Civil Aviation, done at
8 Chicago on December 7, 1944 (TIAS 1591; com-
9 monly known as “Chicago Convention”), and other
10 relevant air services agreements and antithetical to
11 building international cooperation to address effec-
12 tively the problem of greenhouse gas emissions by
13 aircraft engaged in international civil aviation; and
14 (2) the European Union and its member states
15 should instead work with other contracting states of
16 the ICAO to develop a consensual approach to ad-
17 dressing aircraft greenhouse gas emissions through
18 the ICAO.

19 **SEC. 513. AIRPORT NOISE COMPATIBILITY PLANNING**
20 **STUDY, PORT AUTHORITY OF NEW YORK AND**
21 **NEW JERSEY.**

22 It is the sense of the House of Representatives that
23 the Port Authority of New York and New Jersey should
24 undertake an airport noise compatibility planning study
25 under part 150 of title 14, Code of Federal Regulations,

1 for the airports that the Port Authority operates as of No-
 2 vember 2, 2009. In undertaking the study, the Port Au-
 3 thority should pay particular attention to the impact of
 4 noise on affected neighborhoods, including homes, busi-
 5 nesses, and places of worship surrounding LaGuardia Air-
 6 port and JFK Airport.

7 **TITLE VI—FAA EMPLOYEES AND**
 8 **ORGANIZATION**

9 **SEC. 601. FEDERAL AVIATION ADMINISTRATION PER-**
 10 **SONNEL MANAGEMENT SYSTEM.**

11 (a) DISPUTE RESOLUTION.—Section 40122(a) is
 12 amended—

13 (1) by redesignating paragraphs (3) and (4) as
 14 paragraphs (5) and (6), respectively; and

15 (2) by striking paragraph (2) and inserting the
 16 following:

17 “(2) DISPUTE RESOLUTION.—

18 “(A) MEDIATION.—If the Administrator
 19 does not reach an agreement under paragraph
 20 (1) or the provisions referred to in subsection
 21 (g)(2)(C) with the exclusive bargaining rep-
 22 resentative of the employees, the Administrator
 23 and the bargaining representative—

24 “(i) shall use the services of the Fed-
 25 eral Mediation and Conciliation Service to

1 attempt to reach such agreement in ac-
2 cordance with part 1425 of title 29, Code
3 of Federal Regulations (as in effect on the
4 date of enactment of the FAA Reauthor-
5 ization Act of 2009); or

6 “(ii) may by mutual agreement adopt
7 alternative procedures for the resolution of
8 disputes or impasses arising in the negotia-
9 tion of the collective-bargaining agreement.

10 “(B) BINDING ARBITRATION.—

11 “(i) ASSISTANCE FROM FEDERAL
12 SERVICE IMPASSES PANEL.—If the services
13 of the Federal Mediation and Conciliation
14 Service under subparagraph (A)(i) do not
15 lead to an agreement, the Administrator
16 and the exclusive bargaining representative
17 of the employees (in this subparagraph re-
18 ferred to as the ‘parties’) shall submit
19 their issues in controversy to the Federal
20 Service Impasses Panel. The Panel shall
21 assist the parties in resolving the impasse
22 by asserting jurisdiction and ordering bind-
23 ing arbitration by a private arbitration
24 board consisting of 3 members.

1 “(ii) APPOINTMENT OF ARBITRATION
2 BOARD.—The Executive Director of the
3 Panel shall provide for the appointment of
4 the 3 members of a private arbitration
5 board under clause (i) by requesting the
6 Director of the Federal Mediation and
7 Conciliation Service to prepare a list of not
8 less than 15 names of arbitrators with
9 Federal sector experience and by providing
10 the list to the parties. Within 10 days of
11 receiving the list, the parties shall each se-
12 lect one person from the list. The 2 arbi-
13 trators selected by the parties shall then
14 select a third person from the list within 7
15 days. If either of the parties fails to select
16 a person or if the 2 arbitrators are unable
17 to agree on the third person within 7 days,
18 the parties shall make the selection by al-
19 ternately striking names on the list until
20 one arbitrator remains.

21 “(iii) FRAMING ISSUES IN CON-
22 TROVERSY.—If the parties do not agree on
23 the framing of the issues to be submitted
24 for arbitration, the arbitration board shall
25 frame the issues.

1 “(iv) HEARINGS.—The arbitration
2 board shall give the parties a full and fair
3 hearing, including an opportunity to
4 present evidence in support of their claims
5 and an opportunity to present their case in
6 person, by counsel, or by other representa-
7 tive as they may elect.

8 “(v) DECISIONS.—The arbitration
9 board shall render its decision within 90
10 days after the date of its appointment. De-
11 cisions of the arbitration board shall be
12 conclusive and binding upon the parties.

13 “(vi) COSTS.—The parties shall share
14 costs of the arbitration equally.

15 “(3) RATIFICATION OF AGREEMENTS.—Upon
16 reaching a voluntary agreement or at the conclusion
17 of the binding arbitration under paragraph (2)(B),
18 the final agreement, except for those matters de-
19 cided by an arbitration board, shall be subject to
20 ratification by the exclusive bargaining representa-
21 tive of the employees, if so requested by the bar-
22 gaining representative, and approval by the head of
23 the agency in accordance with the provisions re-
24 ferred to in subsection (g)(2)(C).

25 “(4) ENFORCEMENT.—

1 “(A) ENFORCEMENT ACTIONS IN UNITED
2 STATES COURTS.—Each United States district
3 court and each United States court of a place
4 subject to the jurisdiction of the United States
5 shall have jurisdiction of enforcement actions
6 brought under this section. Such an action may
7 be brought in any judicial district in the State
8 in which the violation of this section is alleged
9 to have been committed, the judicial district in
10 which the Federal Aviation Administration has
11 its principal office, or the District of Columbia.

12 “(B) ATTORNEY FEES.—The court may
13 assess against the Federal Aviation Administra-
14 tion reasonable attorney fees and other litiga-
15 tion costs reasonably incurred in any case
16 under this section in which the complainant has
17 substantially prevailed.”.

18 (b) APPLICATION.—On and after the date of enact-
19 ment of this Act, any changes implemented by the Admin-
20 istrator of the Federal Aviation Administration on and
21 after July 10, 2005, under section 40122(a) of title 49,
22 United States Code (as in effect on the day before such
23 date of enactment), without the agreement of the exclusive
24 bargaining representative of the employees of the Adminis-
25 tration certified under section 7111 of title 5, United

1 States Code, shall be null and void and the parties shall
2 be governed by their last mutual agreement before the im-
3 plementation of such changes. The Administrator and the
4 bargaining representative shall resume negotiations
5 promptly, and, subject to subsection (c), their last mutual
6 agreement shall be in effect until a new contract is adopt-
7 ed by the Administrator and the bargaining representa-
8 tive. If an agreement is not reached within 45 days after
9 the date on which negotiations resume, the Administrator
10 and the bargaining representative shall submit their issues
11 in controversy to the Federal Service Impasses Panel in
12 accordance with section 7119 of title 5, United States
13 Code, for binding arbitration in accordance with para-
14 graphs (2)(B), (3), and (4) of section 40122(a) of title
15 49, United States Code (as amended by subsection (a) of
16 this section).

17 (c) SAVINGS CLAUSE.—All cost of living adjustments
18 and other pay increases, lump sum payments to employ-
19 ees, and leave and other benefit accruals implemented as
20 part of the changes referred to in subsection (b) may not
21 be reversed unless such reversal is part of the calculation
22 of back pay under subsection (d). The Administrator shall
23 waive any overpayment paid to, and not collect any funds
24 for such overpayment, from former employees of the Ad-

1 ministration who received lump sum payments prior to
2 their separation from the Administration.

3 (d) BACK PAY.—

4 (1) IN GENERAL.—Employees subject to
5 changes referred to in subsection (b) that are deter-
6 mined to be null and void under subsection (b) shall
7 be eligible for pay that the employees would have re-
8 ceived under the last mutual agreement between the
9 Administrator and the exclusive bargaining rep-
10 resentative of such employees before the date of en-
11 actment of this Act and any changes were imple-
12 mented without agreement of the bargaining rep-
13 resentative. The Administrator shall pay the employ-
14 ees such pay subject to the availability of amounts
15 appropriated to carry out this subsection. If the ap-
16 propriated funds do not cover all claims of the em-
17 ployees for such pay, the Administrator and the bar-
18 gaining representative, pursuant to negotiations con-
19 ducted in accordance with section 40122(a) of title
20 49, United States Code (as amended by subsection
21 (a) of this section), shall determine the allocation of
22 the appropriated funds among the employees on a
23 pro rata basis.

1 (2) AUTHORIZATION OF APPROPRIATIONS.—

2 There is authorized to be appropriated \$20,000,000
3 to carry out this subsection.

4 (e) INTERIM AGREEMENT.—If the Administrator and
5 the exclusive bargaining representative of the employees
6 subject to the changes referred to in subsection (b) reach
7 a final and binding agreement with respect to such
8 changes before the date of enactment of this Act, such
9 agreement shall supersede any changes implemented by
10 the Administrator under section 40122(a) of title 49,
11 United States Code (as in effect on the day before such
12 date of enactment), without the agreement of the bar-
13 gaining representative, and subsections (b) and (c) shall
14 not take effect.

15 **SEC. 602. MSPB REMEDIAL AUTHORITY FOR FAA EMPLOY-**

16 **EES.**

17 Section 40122(g)(3) of title 49, United States Code,
18 is amended by adding at the end the following: “Notwith-
19 standing any other provision of law, retroactive to April
20 1, 1996, the Board shall have the same remedial authority
21 over such employee appeals that it had as of March 31,
22 1996.”.

23 **SEC. 603. FAA TECHNICAL TRAINING AND STAFFING.**

24 (a) STUDY.—

1 (1) IN GENERAL.—The Comptroller General
2 shall conduct a study on the training of the airway
3 transportation systems specialists of the Federal
4 Aviation Administration (in this section referred to
5 as “FAA systems specialists”).

6 (2) CONTENTS.—The study shall—

7 (A) include an analysis of the type of
8 training provided to FAA systems specialists;

9 (B) include an analysis of the type of
10 training that FAA systems specialists need to
11 be proficient on the maintenance of latest tech-
12 nologies;

13 (C) include a description of actions that
14 the Administration has undertaken to ensure
15 that FAA systems specialists receive up-to-date
16 training on the latest technologies;

17 (D) identify the amount and cost of FAA
18 systems specialists training provided by ven-
19 dors;

20 (E) identify the amount and cost of FAA
21 systems specialists training provided by the Ad-
22 ministration after developing courses for the
23 training of such specialists;

1 (F) identify the amount and cost of travel
2 that is required of FAA systems specialists in
3 receiving training; and

4 (G) include a recommendation regarding
5 the most cost-effective approach to providing
6 FAA systems specialists training.

7 (3) REPORT.—Not later than 1 year after the
8 date of enactment of this Act, the Comptroller Gen-
9 eral shall submit to the Committee on Transpor-
10 tation and Infrastructure of the House of Represent-
11 atives and the Committee on Commerce, Science,
12 and Transportation of the Senate a report on the re-
13 sults of the study.

14 (b) WORKLOAD OF SYSTEMS SPECIALISTS.—

15 (1) STUDY BY NATIONAL ACADEMY OF
16 SCIENCES.—Not later than 90 days after the date of
17 enactment of this Act, the Administrator of the Fed-
18 eral Aviation Administration shall make appropriate
19 arrangements for the National Academy of Sciences
20 to conduct a study of the assumptions and methods
21 used by the Federal Aviation Administration to esti-
22 mate staffing needs for FAA systems specialists to
23 ensure proper maintenance and certification of the
24 national airspace system.

1 (2) CONTENTS.—The study shall be conducted
2 so as to provide the following:

3 (A) A suggested method of modifying FAA
4 systems specialists staffing models for applica-
5 tion to current local conditions or applying
6 some other approach to developing an objective
7 staffing standard.

8 (B) The approximate cost and length of
9 time for developing such models.

10 (3) REPORT.—Not later than one year after the
11 initiation of the arrangements under subsection (a),
12 the National Academy of Sciences shall submit to
13 Congress a report on the results of the study.

14 **SEC. 604. DESIGNEE PROGRAM.**

15 (a) REPORT.—Not later than 18 months after the
16 date of enactment of this Act, the Comptroller General
17 shall submit to the Committee on Transportation and In-
18 frastructure of the House of Representatives and the Com-
19 mittee on Commerce, Science, and Transportation of the
20 Senate a report on the status of recommendations made
21 by the Government Accountability Office in its October
22 2004 report, “Aviation Safety: FAA Needs to Strengthen
23 Management of Its Designee Programs” (GAO–05–40).

24 (b) CONTENTS.—The report shall include—

1 (1) an assessment of the extent to which the
2 Federal Aviation Administration has responded to
3 recommendations of the Government Accountability
4 Office referred to in subsection (a);

5 (2) an identification of improvements, if any,
6 that have been made to the designee programs re-
7 ferred to in the report of the Office as a result of
8 such recommendations; and

9 (3) an identification of further action that is
10 needed to implement such recommendations, im-
11 prove the Administration's management control of
12 the designee programs, and increase assurance that
13 designees meet the Administration's performance
14 standards.

15 **SEC. 605. STAFFING MODEL FOR AVIATION SAFETY INSPEC-**
16 **TORS.**

17 (a) IN GENERAL.—Not later than October 31, 2009,
18 the Administrator of the Federal Aviation Administration
19 shall develop a staffing model for aviation safety inspec-
20 tors. In developing the model, the Administrator shall fol-
21 low the recommendations outlined in the 2007 study re-
22 leased by the National Academy of Sciences entitled
23 “Staffing Standards for Aviation Safety Inspectors” and
24 consult with interested persons, including the exclusive

1 collective bargaining representative of the aviation safety
2 inspectors.

3 (b) AUTHORIZATION OF APPROPRIATIONS.—There
4 are authorized to be appropriated such sums as may be
5 necessary to carry out this section.

6 **SEC. 606. SAFETY CRITICAL STAFFING.**

7 (a) AVIATION SAFETY INSPECTORS.—The Adminis-
8 trator of the Federal Aviation Administration shall in-
9 crease the number of aviation safety inspectors, safety
10 technical specialists, and operations support positions in
11 the Flight Standard Service (as those terms are used in
12 the Administration’s fiscal year 2009 congressional budget
13 justification) each fiscal year commensurate with the
14 funding levels provided in subsection (b) for such fiscal
15 year. Such increases shall be measured relative to the
16 number of persons serving in positions of aviation safety
17 inspectors and safety technical specialists and in oper-
18 ational support positions as of September 30, 2008.

19 (b) AUTHORIZATION OF APPROPRIATIONS.—In addi-
20 tion to amounts authorized by section 106(k) of title 49,
21 United States Code, there is authorized to be appropriated
22 to carry out subsection (a)—

- 23 (1) 【\$】 for fiscal year 2009;
24 (2) 【\$】 for fiscal year 2010;
25 (3) 【\$】 for fiscal year 2011; and

1 (4) **【\$】** for fiscal year 2012.

2 Such sums shall remain available until expended.

3 (c) **IMPLEMENTATION OF STAFFING STANDARDS.**—

4 Notwithstanding any other provision of this section, upon
5 completion of the flight standards service staffing model
6 under section 605 of this Act, and validation of the model
7 by the Administrator, there are authorized to be appro-
8 priated such sums as may be necessary to support the
9 number of aviation safety inspectors, safety technical spe-
10 cialists, and operation support positions that such model
11 determines are required to meet the responsibilities of the
12 Flight Standards Service.

13 **SEC. 607. FAA AIR TRAFFIC CONTROLLER STAFFING.**

14 (a) **STUDY BY NATIONAL ACADEMY OF SCIENCES.**—

15 Not later than 90 days after the date of enactment of this
16 Act, the Administrator of the Federal Aviation Adminis-
17 tration shall enter into appropriate arrangements with the
18 National Academy of Sciences to conduct a study of the
19 assumptions and methods used by the Federal Aviation
20 Administration (in this section referred to as the “FAA”)
21 to estimate staffing needs for FAA air traffic controllers
22 to ensure the safe operation of the national airspace sys-
23 tem.

24 (b) **CONSULTATION.**—In conducting the study, the

25 National Academy of Sciences shall consult with the exclu-

1 sive bargaining representative of employees of the FAA
2 certified under section 7111 of title 5, United States Code,
3 the Administrator of the Federal Aviation Administration,
4 and representatives of the Civil Aeronautical Medical In-
5 stitute.

6 (c) CONTENTS.—The study shall include an examina-
7 tion of representative information on human factors, traf-
8 fic activity, and the technology and equipment used in air
9 traffic control.

10 (d) RECOMMENDATIONS AND ESTIMATES.—In con-
11 ducting the study, the National Academy of Sciences shall
12 develop—

13 (1) recommendations for the development by
14 the FAA of objective staffing standards to maintain
15 the safety and efficiency of the national airspace sys-
16 tem with current and future projected air traffic lev-
17 els; and

18 (2) estimates of cost and schedule for the devel-
19 opment of such standards by the FAA or its con-
20 tractors.

21 (e) REPORT.—Not later than 18 months after the
22 date of enactment of this Act, the National Academy of
23 Sciences shall submit to the Committee on Transportation
24 and Infrastructure of the House of Representatives and

1 the Committee on Commerce, Science, and Transportation
2 of the Senate a report on the results of the study.

3 **SEC. 608. ASSESSMENT OF TRAINING PROGRAMS FOR AIR**
4 **TRAFFIC CONTROLLERS.**

5 (a) STUDY.—The Administrator of the Federal Avia-
6 tion Administration shall conduct a study to assess the
7 adequacy of training programs for air traffic controllers.

8 (b) CONTENTS.—The study shall include—

9 (1) a review of the current training system for
10 air traffic controllers;

11 (2) an analysis of the competencies required of
12 air traffic controllers for successful performance in
13 the current air traffic control environment;

14 (3) an analysis of competencies required of air
15 traffic controllers as the Federal Aviation Adminis-
16 tration transitions to the Next Generation Air
17 Transportation System; and

18 (4) an analysis of various training approaches
19 available to satisfy the controller competencies iden-
20 tified under paragraphs (2) and (3).

21 (c) REPORT.—Not later than 180 days after the date
22 of enactment of this Act, the Administrator shall submit
23 to the Committee on Transportation and Infrastructure
24 of the House of Representatives and the Committee on

1 Commerce, Science, and Transportation of the Senate a
2 report on the results of the study.

3 **SEC. 609. COLLEGIATE TRAINING INITIATIVE STUDY.**

4 (a) STUDY.—The Administrator of the Federal Avia-
5 tion Administration shall conduct a study on training op-
6 tions for graduates of the Collegiate Training Initiative
7 program conducted under section 44506(c) of title 49
8 United States Code. The study shall analyze the impact
9 of providing as an alternative to the current training pro-
10 vided at the Mike Monroney Aeronautical Center of the
11 Administration a new controller orientation session for
12 graduates of such programs at the Mike Monroney Aero-
13 nautical Center followed by on-the-job training for newly
14 hired air traffic controllers who are graduates of such pro-
15 gram and shall include—

16 (1) the cost effectiveness of such an alternative
17 training approach; and

18 (2) the effect that such an alternative training
19 approach would have on the overall quality of train-
20 ing received by graduates of such programs.

21 (b) REPORT.—Not later than 180 days after the date
22 of enactment of this Act, the Administrator shall submit
23 to the Committee on Transportation and Infrastructure
24 of the House of Representatives and to the Committee on

1 Commerce, Science, and Transportation of the Senate a
2 report on the results of the study.

3 **SEC. 610. FAA TASK FORCE ON AIR TRAFFIC CONTROL FA-**
4 **CILITY CONDITIONS.**

5 (a) ESTABLISHMENT.—The Administrator of the
6 Federal Aviation Administration shall establish a special
7 task force to be known as the “FAA Task Force on Air
8 Traffic Control Facility Conditions” (in this section re-
9 ferred to as the “Task Force”).

10 (b) MEMBERSHIP.—

11 (1) COMPOSITION.—The Task Force shall be
12 composed of 12 members of whom—

13 (A) 8 members shall be appointed by the
14 Administrator; and

15 (B) 4 members shall be appointed by labor
16 unions representing employees who work at
17 field facilities of the Administration.

18 (2) QUALIFICATIONS.—Of the members ap-
19 pointed by the Administrator under paragraph

20 (1)(A)—

21 (A) 4 members shall be specialists on toxic
22 mold abatement, “sick building syndrome,” and
23 other hazardous building conditions that can
24 lead to employee health concerns and shall be
25 appointed by the Administrator in consultation

1 with the Director of the National Institute for
2 Occupational Safety and Health; and

3 (B) 2 members shall be specialists on the
4 rehabilitation of aging buildings.

5 (3) TERMS.—Members shall be appointed for
6 the life of the Task Force.

7 (4) VACANCIES.—A vacancy in the Task Force
8 shall be filled in the manner in which the original
9 appointment was made.

10 (5) TRAVEL EXPENSES.—Members shall serve
11 without pay but shall receive travel expenses, includ-
12 ing per diem in lieu of subsistence, in accordance
13 with subchapter I of chapter 57 of title 5, United
14 States Code.

15 (c) CHAIRPERSON.—The Administrator shall des-
16 ignate, from among the individuals appointed under sub-
17 section (b)(1), an individual to serve as chairperson of the
18 Task Force.

19 (d) TASK FORCE PERSONNEL MATTERS.—

20 (1) STAFF.—The Task Force may appoint and
21 fix the pay of such personnel as it considers appro-
22 priate.

23 (2) STAFF OF FEDERAL AGENCIES.—Upon re-
24 quest of the Chairperson of the Task Force, the
25 head of any department or agency of the United

1 States may detail, on a reimbursable basis, any of
2 the personnel of that department or agency to the
3 Task Force to assist it in carrying out its duties
4 under this section.

5 (3) OTHER STAFF AND SUPPORT.—Upon re-
6 quest of the Task Force or a panel of the Task
7 Force, the Administrator shall provide the Task
8 Force or panel with professional and administrative
9 staff and other support, on a reimbursable basis, to
10 the Task Force to assist it in carrying out its duties
11 under this section.

12 (e) OBTAINING OFFICIAL DATA.—The Task Force
13 may secure directly from any department or agency of the
14 United States information (other than information re-
15 quired by any statute of the United States to be kept con-
16 fidential by such department or agency) necessary for the
17 Task Force to carry out its duties under this section.
18 Upon request of the chairperson of the Task Force, the
19 head of that department or agency shall furnish such in-
20 formation to the Task Force.

21 (f) DUTIES.—

22 (1) STUDY.—The Task Force shall undertake a
23 study of—

1 (A) the conditions of all air traffic control
2 facilities across the Nation, including towers,
3 centers, and terminal radar air control;

4 (B) reports from employees of the Admin-
5 istration relating to respiratory ailments and
6 other health conditions resulting from exposure
7 to mold, asbestos, poor air quality, radiation
8 and facility-related hazards in facilities of the
9 Administration;

10 (C) conditions of such facilities that could
11 interfere with such employees' ability to effec-
12 tively and safely perform their duties;

13 (D) the ability of managers and super-
14 visors of such employees to promptly document
15 and seek remediation for unsafe facility condi-
16 tions;

17 (E) whether employees of the Administra-
18 tion who report facility-related illnesses are
19 treated fairly;

20 (F) utilization of scientifically approved re-
21 mediation techniques in a timely fashion once
22 hazardous conditions are identified in a facility
23 of the Administration; and

24 (G) resources allocated to facility mainte-
25 nance and renovation by the Administration.

1 (2) FACILITY CONDITION INDICIES (FCI).—The
2 Task Force shall review the facility condition
3 indicies of the Administration (in this section re-
4 ferred to as the “FCI”) for inclusion in the rec-
5 ommendations under subsection (g).

6 (g) RECOMMENDATIONS.—Based on the results of
7 the study and review of the FCI under subsection (f), the
8 Task Force shall make recommendations as it considers
9 necessary to—

10 (1) prioritize those facilities needing the most
11 immediate attention in order of the greatest risk to
12 employee health and safety;

13 (2) ensure that the Administration is using sci-
14 entifically approved remediation techniques in all fa-
15 cilities; and

16 (3) assist the Administration in making pro-
17 grammatic changes so that aging air traffic control
18 facilities do not deteriorate to unsafe levels.

19 (h) REPORT.—Not later than 6 months after the date
20 on which initial appointments of members to the Task
21 Force are completed, the Task Force shall submit to the
22 Administrator, the Committee on Transportation and In-
23 frastructure of the House of Representatives, and the
24 Committee on Commerce, Science, and Transportation of
25 the Senate a report on the activities of the Task Force,

1 including the recommendations of the Task Force under
2 subsection (g).

3 (i) IMPLEMENTATION.—Within 30 days of the receipt
4 of the Task Force report under subsection (h), the Admin-
5 istrator shall submit to the Committee on Transportation
6 and Infrastructure of the House of Representatives and
7 the Committee on Commerce, Science, and Transportation
8 of the Senate a report that includes a plan and timeline
9 to implement the recommendations of the Task Force and
10 to align future budgets and priorities of the Administra-
11 tion accordingly.

12 (j) TERMINATION.—The Task Force shall terminate
13 on the last day of the 30-day period beginning on the date
14 on which the report under subsection (h) was submitted.

15 (k) APPLICABILITY OF THE FEDERAL ADVISORY
16 COMMITTEE ACT.—The Federal Advisory Committee Act
17 (5 U.S.C. App.) shall not apply to the Task Force.

18 (l) AUTHORIZATION OF APPROPRIATIONS.—There
19 are authorized to be appropriated to the Secretary of
20 Transportation \$250,000 to carry out this section.

21 **TITLE VII—AVIATION**

22 **INSURANCE**

23 **SEC. 701. GENERAL AUTHORITY.**

24 (a) EXTENSION OF POLICIES.—Section 44302(f)(1)
25 is amended—

1 (1) by striking “March 31, 2009” and inserting
2 “September 30, 2012”; and

3 (2) by striking “May 31, 2009” and inserting
4 “December 31, 2019”.

5 (b) SUCCESSOR PROGRAM.—Section 44302(f) is
6 amended by adding at the end the following:

7 “(3) SUCCESSOR PROGRAM.—

8 “(A) IN GENERAL.—After December 31,
9 2019, coverage for the risks specified in a policy
10 that has been extended under paragraph (1)
11 shall be provided in an airline industry spon-
12 sored risk retention or other risk-sharing ar-
13 rangement approved by the Secretary.

14 “(B) TRANSFER OF PREMIUMS.—

15 “(i) IN GENERAL.—On December 31,
16 2019, and except as provided in clause (ii),
17 premiums that are collected by the Sec-
18 retary from the airline industry after Sep-
19 tember 22, 2001, for any policy under this
20 subsection, and interest earned thereon, as
21 determined by the Secretary, shall be
22 transferred to an airline industry spon-
23 sored risk retention or other risk-sharing
24 arrangement approved by the Secretary.

1 “(ii) DETERMINATION OF AMOUNT
2 TRANSFERRED.—The amount transferred
3 pursuant to clause (i) shall be less—

4 “(I) the amount of any claims
5 paid out on such policies from Sep-
6 tember 22, 2001, through December
7 31, 2019;

8 “(II) the amount of any claims
9 pending under such policies as of De-
10 cember 31, 2019; and

11 “(III) the cost, as determined by
12 the Secretary, of administering the
13 provision of insurance policies under
14 this chapter from September 22,
15 2001, through December 31, 2019.”.

16 **SEC. 702. EXTENSION OF AUTHORITY TO LIMIT THIRD**
17 **PARTY LIABILITY OF AIR CARRIERS ARISING**
18 **OUT OF ACTS OF TERRORISM.**

19 Section 44303(b) is amended by striking “May 31,
20 2009” and inserting “December 31, 2012”.

21 **SEC. 703. CLARIFICATION OF REINSURANCE AUTHORITY.**

22 Section 44304 is amended in the second sentence by
23 striking “the carrier” and inserting “any insurance car-
24 rier”.

1 **SEC. 704. USE OF INDEPENDENT CLAIMS ADJUSTERS.**

2 Section 44308(c)(1) is amended in the second sen-
3 tence by striking “agent” and inserting “agent, or a
4 claims adjuster who is independent of the underwriting
5 agent,”.

6 **SEC. 705. EXTENSION OF PROGRAM AUTHORITY.**

7 Section 44310 is amended by striking “December 31,
8 2013” and inserting “December 31, 2019”.

9 **TITLE VIII—MISCELLANEOUS**

10 **SEC. 801. AIR CARRIER CITIZENSHIP.**

11 Section 40102(a)(15) is amended by adding at the
12 end the following:

13 “For purposes of subparagraph (C), an air carrier
14 shall not be deemed to be under the actual control
15 of citizens of the United States unless citizens of the
16 United States control all matters pertaining to the
17 business and structure of the air carrier, including
18 operational matters such as marketing, branding,
19 fleet composition, route selection, pricing, and labor
20 relations.”.

21 **SEC. 802. DISCLOSURE OF DATA TO FEDERAL AGENCIES IN**
22 **INTEREST OF NATIONAL SECURITY.**

23 Section 40119(b) is amended by adding at the end
24 the following:

25 “(3) LIMITATION ON APPLICABILITY OF FREE-
26 DOM OF INFORMATION ACT.—Section 552a of title 5,

1 United States Code, shall not apply to disclosures
2 that the Administrator of the Federal Aviation Ad-
3 ministration may make from the systems of records
4 of the Administration to any Federal law enforce-
5 ment, intelligence, protective service, immigration, or
6 national security official in order to assist the offi-
7 cial receiving the information in the performance of
8 official duties.”.

9 **SEC. 803. FAA ACCESS TO CRIMINAL HISTORY RECORDS**
10 **AND DATABASE SYSTEMS.**

11 (a) IN GENERAL.—Chapter 401 is amended by add-
12 ing at the end the following:

13 **“§ 40130. FAA access to criminal history records or**
14 **databases systems**

15 “(a) ACCESS TO RECORDS OR DATABASES SYS-
16 TEMS.—

17 “(1) ACCESS TO INFORMATION.—Notwith-
18 standing section 534 of title 28, and regulations
19 issued to implement such section, the Administrator
20 of the Federal Aviation Administration may access a
21 system of documented criminal justice information
22 maintained by the Department of Justice or by a
23 State but may do so only for the purpose of carrying
24 out civil and administrative responsibilities of the
25 Administration to protect the safety and security of

1 the national airspace system or to support the mis-
2 sions of the Department of Justice, the Department
3 of Homeland Security, and other law enforcement
4 agencies.

5 “(2) RELEASE OF INFORMATION.—In accessing
6 a system referred to in paragraph (1), the Adminis-
7 trator shall be subject to the same conditions and
8 procedures established by the Department of Justice
9 or the State for other governmental agencies with
10 access to the system.

11 “(3) LIMITATION.—The Administrator may not
12 use the access authorized under paragraph (1) to
13 conduct criminal investigations.

14 “(b) DESIGNATED EMPLOYEES.—The Administrator
15 shall designate, by order, employees of the Administration
16 who shall carry out the authority described in subsection
17 (a). The designated employees may—

18 “(1) have access to and receive criminal history,
19 driver, vehicle, and other law enforcement informa-
20 tion contained in the law enforcement databases of
21 the Department of Justice, or any jurisdiction of a
22 State, in the same manner as a police officer em-
23 ployed by a State or local authority of that State
24 who is certified or commissioned under the laws of
25 that State;

1 “(2) use any radio, data link, or warning sys-
2 tem of the Federal Government, and of any jurisdic-
3 tion in a State, that provides information about
4 wanted persons, be-on-the-lookout notices, warrant
5 status, or other officer safety information to which
6 a police officer employed by a State or local author-
7 ity in that State who is certified or commission
8 under the laws of that State has access and in the
9 same manner as such police officer; or

10 “(3) receive Federal, State, or local government
11 communications with a police officer employed by a
12 State or local authority in that State in the same
13 manner as a police officer employed by a State or
14 local authority in that State who is commissioned
15 under the laws of that State.

16 “(c) SYSTEM OF DOCUMENTED CRIMINAL JUSTICE
17 INFORMATION DEFINED.—In this section, the term ‘sys-
18 tem of documented criminal justice information’ means
19 any law enforcement database, system, or communication
20 containing information concerning identification, criminal
21 history, arrests, convictions, arrest warrants, wanted or
22 missing persons, including the National Crime Informa-
23 tion Center and its incorporated criminal history data-
24 bases and the National Law Enforcement Telecommuni-
25 cations System.”.

1 (b) CLERICAL AMENDMENT.—The analysis for chap-
2 ter 401 is amended by adding at the end the following:

“40130. FAA access to criminal history records or databases systems.”.

3 **SEC. 804. CLARIFICATION OF AIR CARRIER FEE DISPUTES.**

4 (a) IN GENERAL.—Section 47129 is amended—

5 (1) in the section heading by striking “**air**
6 **carrier**” and inserting “**carrier**”;

7 (2) in subsection (a) by striking “(as defined in
8 section 40102 of this title)” and inserting “(as such
9 terms are defined in section 40102)”;

10 (3) in the heading for subsection (d) by striking
11 “AIR CARRIER” and inserting “AIR CARRIER AND
12 FOREIGN AIR CARRIER”;

13 (4) in the heading for paragraph (2) of sub-
14 section (d) by striking “AIR CARRIER” and inserting
15 “AIR CARRIER AND FOREIGN AIR CARRIER”;

16 (5) by striking “air carriers” each place it ap-
17 pears and inserting “air carriers or foreign air car-
18 riers”;

19 (6) by striking “air carrier” each place it ap-
20 pears and inserting “air carrier or foreign air car-
21 rier”;

22 (7) by striking “air carrier’s” each place it ap-
23 pears and inserting “air carrier’s or foreign air car-
24 rier’s”.

1 (b) CLERICAL AMENDMENT.—The analysis for chap-
2 ter 471 is amended by striking the item relating to section
3 47129 and inserting the following:

“47129. Resolution of airport-carrier disputes concerning airport fees.”.

4 **SEC. 805. STUDY ON NATIONAL PLAN OF INTEGRATED AIR-**
5 **PORT SYSTEMS.**

6 (a) IN GENERAL.—Not later than 90 days after the
7 date of enactment of this Act, the Secretary of Transpor-
8 tation shall initiate a study to evaluate the formulation
9 of the National Plan of Integrated Airport Systems (in
10 this section referred to as the “plan”) under section 47103
11 of title 49, United States Code.

12 (b) CONTENTS OF STUDY.—The study shall include
13 a review of the following:

14 (1) The criteria used for including airports in
15 the plan and the application of such criteria in the
16 most recently published version of the plan.

17 (2) The changes in airport capital needs be-
18 tween fiscal years 2003 and 2008, as reported in the
19 plan, as compared with the amounts apportioned or
20 otherwise made available to individual airports over
21 the same period of time.

22 (3) A comparison of the amounts received by
23 airports under the airport improvement program in
24 airport apportionments, State apportionments, and

1 discretionary grants during such fiscal years with
2 capital needs as reported in the plan.

3 (4) The effect of transfers of airport apporportion-
4 ments under title 49, United States Code.

5 (5) Any other matters pertaining to the plan
6 that the Secretary determines appropriate.

7 (c) REPORT TO CONGRESS.—

8 (1) SUBMISSION.—Not later than 36 months
9 after the date of initiation of the study, the Sec-
10 retary shall submit to the Committee on Transpor-
11 tation and Infrastructure of the House of Represent-
12 atives and the Committee on Commerce, Science,
13 and Transportation of the Senate a report on the re-
14 sults of the study.

15 (2) CONTENTS.—The report shall include—

16 (A) the findings of the Secretary on each
17 of the subjects listed in subsection (b);

18 (B) recommendations for any changes to
19 policies and procedures for formulating the
20 plan; and

21 (C) recommendations for any changes to
22 the methods of determining the amounts to be
23 apportioned or otherwise made available to indi-
24 vidual airports.

1 **SEC. 806. EXPRESS CARRIER EMPLOYEE PROTECTION.**

2 (a) IN GENERAL.—Section 201 of the Railway Labor
3 Act (45 U.S.C. 181) is amended—

4 (1) by striking “All” and inserting “(a) IN
5 GENERAL.—All”;

6 (2) by inserting “and every express carrier”
7 after “common carrier by air”; and

8 (3) by adding at the end the following:

9 “(b) SPECIAL RULES FOR EXPRESS CARRIERS.—

10 “(1) IN GENERAL.—An employee of an express
11 carrier shall be covered by this Act only if that em-
12 ployee is in a position that is eligible for certification
13 under part 61, 63, or 65 of title 14, Code of Federal
14 Regulations, and only if that employee performs du-
15 ties for the express carrier that are eligible for such
16 certification. All other employees of an express car-
17 rier shall be covered by the provisions of the Na-
18 tional Labor Relations Act (29 U.S.C. 151 et seq.).

19 “(2) AIR CARRIER STATUS.—Any person that is
20 an express carrier shall be governed by paragraph
21 (1) notwithstanding any finding that the person is
22 also a common carrier by air.

23 “(3) EXPRESS CARRIER DEFINED.—In this sec-
24 tion, the term ‘express carrier’ means any person (or
25 persons affiliated through common control or owner-
26 ship) whose primary business is the express ship-

1 (3) 2 representatives of the general aviation
2 community;

3 (4) 2 representatives of labor unions rep-
4 resenting employees who work at regional or field fa-
5 cilities of the FAA; and

6 (5) 2 representatives of the airport community.

7 (c) REPORT TO CONGRESS CONTAINING REC-
8 OMMENDATIONS OF THE WORKING GROUP.—

9 (1) SUBMISSION.—Not later than 6 months
10 after convening the working group, the Adminis-
11 trator shall submit to the Committee on Transpor-
12 tation and Infrastructure of the House of Represent-
13 atives and the Committee on Commerce, Science,
14 and Transportation of the Senate a report con-
15 taining the criteria and recommendations developed
16 by the working group under this section.

17 (2) CONTENTS.—The report shall include a jus-
18 tification for each recommendation to consolidate or
19 realign a service or facility (including a regional of-
20 fice) and a description of the costs and savings asso-
21 ciated with the consolidation or realignment.

22 (d) PUBLIC NOTICE AND COMMENT.—The Adminis-
23 trator shall publish the report submitted under subsection
24 (c) in the Federal Register and allow 45 days for the sub-
25 mission of public comments. In addition, the Adminis-

1 trator upon request shall hold a public hearing in a com-
2 munity that would be affected by a recommendation in the
3 report.

4 (e) OBJECTIONS.—Any interested person may file
5 with the Administrator a written objection to a rec-
6 ommendation of the working group.

7 (f) REPORT TO CONGRESS CONTAINING REC-
8 OMMENDATIONS OF THE ADMINISTRATOR.—Not later
9 than 60 days after the last day of the period for public
10 comment under subsection (d), the Administrator shall
11 submit to the committees referred to in subsection (e)(1)
12 a report containing the recommendations of the Adminis-
13 trator on realignment of services and facilities (including
14 regional offices) of the FAA and copies of any public com-
15 ments and objections received by the Administrator under
16 this section.

17 (g) LIMITATION ON IMPLEMENTATION OF REALIGN-
18 MENTS AND CONSOLIDATIONS.—The Administrator may
19 not realign or consolidate any services or facilities (includ-
20 ing regional offices) of the FAA before the Administrator
21 has submitted the report under subsection (f).

22 (h) FAA DEFINED.—In this section, the term
23 “FAA” means the Federal Aviation Administration.

1 **SEC. 808. ACCIDENTAL DEATH AND DISMEMBERMENT IN-**
2 **SURANCE FOR NATIONAL TRANSPORTATION**
3 **SAFETY BOARD EMPLOYEES.**

4 Section 1113 is amended by adding at the end the
5 following:

6 “(i) ACCIDENTAL DEATH AND DISMEMBERMENT IN-
7 SURANCE.—

8 “(1) AUTHORITY TO PROVIDE INSURANCE.—

9 The Board may procure accidental death and dis-
10 memberment insurance for an employee of the
11 Board who travels for an accident investigation or
12 other activity of the Board outside the United States
13 or inside the United States under hazardous cir-
14 cumstances, as defined by the Board.

15 “(2) CREDITING OF INSURANCE BENEFITS TO
16 OFFSET UNITED STATES TORT LIABILITY.—Any
17 amounts paid to a person under insurance coverage
18 procured under this subsection shall be credited as
19 offsetting any liability of the United States to pay
20 damages to that person under section 1346(b) of
21 title 28, chapter 171 of title 28, chapter 163 of title
22 10, or any other provision of law authorizing recov-
23 ery based upon tort liability of the United States in
24 connection with the injury or death resulting in the
25 insurance payment.

1 “(3) TREATMENT OF INSURANCE BENEFITS.—
2 Any amounts paid under insurance coverage pro-
3 cured under this subsection shall not—

4 “(A) be considered additional pay or allow-
5 ances for purposes of section 5536 of title 5; or

6 “(B) offset any benefits an employee may
7 have as a result of government service, includ-
8 ing compensation under chapter 81 of title 5.

9 “(4) ENTITLEMENT TO OTHER INSURANCE.—
10 Nothing in this subsection shall be construed as af-
11 fecting the entitlement of an employee to insurance
12 under section 8704(b) of title 5.”.

13 **SEC. 809. GAO STUDY ON COOPERATION OF AIRLINE IN-**
14 **DUSTRY IN INTERNATIONAL CHILD ABDUC-**
15 **TION CASES.**

16 (a) STUDY.—The Comptroller General shall conduct
17 a study to help determine how the Federal Aviation Ad-
18 ministration (in this section referred to as the “FAA”)
19 could better ensure the collaboration and cooperation of
20 air carriers and foreign air carriers providing air transpor-
21 tation and relevant Federal agencies to develop and en-
22 force child safety control for adults traveling internation-
23 ally with children.

24 (b) CONTENTS.—In conducting the study, the Comp-
25 troller General shall examine—

1 (1) the nature and scope of exit policies and
2 procedures of the FAA, air carriers, and foreign air
3 carriers and how the enforcement of such policies
4 and procedures is monitored, including ticketing and
5 boarding procedures;

6 (2) the extent to which air carriers and foreign
7 air carriers cooperate in the investigations of inter-
8 national child abduction cases, including cooperation
9 with the National Center for Missing and Exploited
10 Children and relevant Federal, State, and local
11 agencies;

12 (3) any effective practices, procedures, or les-
13 sons learned from the assessment of current prac-
14 tices and procedures of air carriers, foreign air car-
15 riers, and operators of other transportation modes
16 that could improve the ability of the aviation com-
17 munity to ensure the safety of children traveling
18 internationally with adults and, as appropriate, en-
19 hance the capability of air carriers and foreign air
20 carriers to cooperate in the investigations of inter-
21 national child abduction cases; and

22 (4) any liability issues associated with providing
23 assistance in such investigations.

1 (c) REPORT.—Not later than one year after the date
2 of the enactment of this Act, the Comptroller General shall
3 submit to Congress a report on the results of the study.

4 **SEC. 810. LOST NATION AIRPORT, OHIO.**

5 (a) APPROVAL OF SALE.—The Secretary of Trans-
6 portation may approve the sale of Lost Nation Airport
7 from the city of Willoughby, Ohio, to Lake County, Ohio,
8 if—

9 (1) Lake County meets all applicable require-
10 ments for sponsorship of the airport; and

11 (2) Lake County agrees to assume the obliga-
12 tions and assurances of the grant agreements relat-
13 ing to the airport executed by the city of Willoughby
14 under chapter 471 of title 49, United States Code,
15 and to operate and maintain the airport in accord-
16 ance with such obligations and assurances.

17 (b) GRANTS.—

18 (1) IN GENERAL.—The Secretary may make a
19 grant, from funds made available under section
20 48103 of title 49, United States Code, to Lake
21 County to assist in Lake County's purchase of the
22 Lost Nation Airport under subsection (a).

23 (2) FEDERAL SHARE.—The Federal share of
24 the grant under this subsection shall be for 90 per-
25 cent of the cost of Lake County's purchase of the

1 Lost Nation Airport, but in no event may the Fed-
2 eral share of the grant exceed \$1,220,000.

3 (3) APPROVAL.—The Secretary may make a
4 grant under this subsection only if the Secretary re-
5 ceives such written assurances as the Secretary may
6 require under section 47107 of title 49, United
7 States Code, with respect to the grant and Lost Na-
8 tion Airport.

9 (c) TREATMENT OF PROCEEDS FROM SALE.—The
10 Secretary may grant to the city of Willoughby an exemp-
11 tion from the provisions of sections 47107 and 47133 of
12 such title, any grant obligations of the city of Willoughby,
13 and regulations and policies of the Federal Aviation Ad-
14 ministration to the extent necessary to allow the city of
15 Willoughby to use the proceeds from the sale approved
16 under subsection (a) for any purpose authorized by the
17 city of Willoughby.

18 **SEC. 811. POLLOCK MUNICIPAL AIRPORT, LOUISIANA.**

19 (a) FINDINGS.—Congress finds that—

20 (1) Pollock Municipal Airport located in Pol-
21 lock, Louisiana (in this section referred to as the
22 “airport”), has never been included in the National
23 Plan of Integrated Airport Systems pursuant to sec-
24 tion 47103 of title 49, United States Code, and is
25 therefore not considered necessary to meet the cur-

1 rent or future needs of the national aviation system;
2 and

3 (2) closing the airport will not adversely affect
4 aviation safety, aviation capacity, or air commerce.

5 (b) REQUEST FOR CLOSURE.—

6 (1) APPROVAL.—Notwithstanding any other
7 provision of law, requirement, or agreement and sub-
8 ject to the requirements of this section, the Adminis-
9 trator of the Federal Aviation Administration
10 shall—

11 (A) approve a request from the town of
12 Pollock, Louisiana, to close the airport as a
13 public airport; and

14 (B) release the town from any term, condi-
15 tion, reservation, or restriction contained in a
16 surplus property conveyance or transfer docu-
17 ment, and from any order or finding by the De-
18 partment of Transportation on the use and re-
19 payment of airport revenue applicable to the
20 airport, that would otherwise prevent the clo-
21 sure of the airport and redevelopment of the fa-
22 cilities to nonaeronautical uses.

23 (2) CONTINUED AIRPORT OPERATION PRIOR TO
24 APPROVAL.—The town of Pollock shall continue to
25 operate and maintain the airport until the Adminis-

1 trator grants the town's request for closure of the
2 airport.

3 (3) USE OF PROCEEDS FROM SALE OF AIR-
4 PORT.—Upon the approval of the request to close
5 the airport, the town of Pollock shall obtain fair
6 market value for the sale of the airport property and
7 shall immediately upon receipt transfer all such pro-
8 ceeds from the sale of the airport property to the
9 sponsor of a public airport designated by the Admin-
10 istrator to be used for the development or improve-
11 ment of such airport.

12 (4) RELOCATION OF AIRCRAFT.—Before closure
13 of the airport, the town of Pollock shall provide ade-
14 quate time for any airport-based aircraft to relocate.

15 **SEC. 812. HUMAN INTERVENTION AND MOTIVATION STUDY**
16 **PROGRAM.**

17 (a) IN GENERAL.—Not later than 6 months after the
18 date of enactment of this Act, the Administrator of the
19 Federal Aviation Administration shall develop a human
20 intervention and motivation study program for flight crew-
21 members involved in air carrier operations in the United
22 States under part 121 of title 14, Code of Federal Regula-
23 tions.

24 (b) AUTHORIZATION OF APPROPRIATIONS.—There
25 are authorized to be appropriated to carry out this section

1 such sums as may be necessary for each of fiscal years
2 2009 through 2012. Such sums shall remain available
3 until expended.

4 **SEC. 813. WASHINGTON, DC, AIR DEFENSE IDENTIFICATION**
5 **ZONE.**

6 (a) SUBMISSION OF PLAN TO CONGRESS.—Not later
7 than 90 days after the date of enactment of this Act, the
8 Administrator of the Federal Aviation Administration, in
9 coordination with Secretary of Homeland Security and
10 Secretary of Defense, shall submit to the Committee on
11 Transportation and Infrastructure and Committee on
12 Homeland Security of the House of Representatives and
13 the Committee on Commerce, Science, and Transportation
14 of the Senate a plan for the Washington, DC, Air Defense
15 Identification Zone.

16 (b) CONTENTS OF PLAN.—The plan shall outline spe-
17 cific changes to the Washington, DC, Air Defense Identi-
18 fication Zone that will decrease operational impacts and
19 improve general aviation access to airports in the National
20 Capital Region that are currently impacted by the zone.

21 **SEC. 814. MERRILL FIELD AIRPORT, ANCHORAGE, ALASKA.**

22 (a) IN GENERAL.—Notwithstanding any other provi-
23 sion of law, including the Federal Airport Act (as in effect
24 on August 8, 1958), the United States releases, without
25 monetary consideration, all restrictions, conditions, and

1 limitations on the use, encumbrance, or conveyance of cer-
2 tain land located in the municipality of Anchorage, Alaska,
3 more particularly described as Tracts 22 and 24 of the
4 Fourth Addition to the Town Site of Anchorage, Alaska,
5 as shown on the plat of U.S. Survey No. 1456, accepted
6 June 13, 1923, on file in the Bureau of Land Manage-
7 ment, Department of Interior.

8 (b) GRANTS.—Notwithstanding any other provision
9 of law, the municipality of Anchorage shall be released
10 from the repayment of any outstanding grant obligations
11 owed by the municipality to the Federal Aviation Adminis-
12 tration with respect to any land described in subsection
13 (a) that is subsequently conveyed to or used by the De-
14 partment of Transportation and Public Facilities of the
15 State of Alaska for the construction or reconstruction of
16 a federally subsidized highway project.

17 **SEC. 815. 1940 AIR TERMINAL MUSEUM AT WILLIAM P.**
18 **HOBBY AIRPORT, HOUSTON, TEXAS.**

19 It is the sense of Congress that the Nation—

20 (1) supports the goals and ideals of the 1940
21 Air Terminal Museum located at William P. Hobby
22 Airport in the city of Houston, Texas;

23 (2) congratulates the city of Houston and the
24 1940 Air Terminal Museum on the 80-year history
25 of William P. Hobby Airport and the vital role of the

1 airport in Houston's and the Nation's transportation
2 infrastructure; and

3 (3) recognizes the 1940 Air Terminal Museum
4 for its importance to the Nation in the preservation
5 and presentation of civil aviation heritage and recog-
6 nizes the importance of civil aviation to the Nation's
7 history and economy.

8 **SEC. 816. DUTY PERIODS AND FLIGHT TIME LIMITATIONS**
9 **APPLICABLE TO FLIGHT CREWMEMBERS.**

10 Not later than 180 days after the date of enactment
11 of this Act, the Administrator of the Federal Aviation Ad-
12 ministration shall initiate a rulemaking proceeding for the
13 following purposes:

14 (1) To require a flight crewmember who is em-
15 ployed by an air carrier conducting operations under
16 part 121 of title 14, Code of Federal Regulations,
17 and who accepts an additional assignment for flying
18 under part 91 of such title from the air carrier or
19 from any other air carrier conducting operations
20 under part 121 or 135 of such title, to apply the pe-
21 riod of the additional assignment (regardless of
22 whether the assignment is performed by the flight
23 crewmember before or after an assignment to fly
24 under part 121 of such title) toward any limitation

1 applicable to the flight crewmember relating to duty
2 periods or flight times under part 121 of such title.

3 (2) To require a flight crewmember who is em-
4 ployed by an air carrier conducting operations under
5 part 135 of title 14, Code of Federal Regulations,
6 and who accepts an additional assignment for flying
7 under part 91 of such title from the air carrier or
8 any other air carrier conducting operations under
9 part 121 or 135 of such title, to apply the period of
10 the additional assignment (regardless of whether the
11 assignment is performed by the flight crewmember
12 before or after an assignment to fly under part 135
13 of such title) toward any limitation applicable to the
14 flight crewmember relating to duty periods or flight
15 times under part 135 of such title.

16 **SEC. 817. PILOT PROGRAM FOR REDEVELOPMENT OF AIR-**
17 **PORT PROPERTIES.**

18 (a) IN GENERAL.—Not later than one year after the
19 date of enactment of this Act, the Administrator of the
20 Federal Aviation Administration shall establish a pilot
21 program at up to 4 public-use airports (as defined in sec-
22 tion 47102 of title 49, United States Code) that have a
23 noise compatibility program approved by the Adminis-
24 trator under section 47504 of such title.

1 (b) GRANTS.—Under the pilot program, the Adminis-
2 trator may make a grant in a fiscal year, from funds made
3 available under section 47117(e)(1)(A) of such title, to the
4 operator of an airport participating in the pilot program—

5 (1) to support joint planning (including plan-
6 ning described in section 47504(a)(2)(F) of such
7 title), engineering design, and environmental permit-
8 ting for the assembly and redevelopment of real
9 property purchased with noise mitigation funds
10 made available under section 48103 or passenger fa-
11 cility revenues collected for the airport under section
12 40117 of such title; and

13 (2) to encourage compatible land uses with the
14 airport and generate economic benefits to the airport
15 operator and an affected local jurisdiction.

16 (c) GRANT REQUIREMENTS.—The Administrator
17 may not make a grant under this section unless the grant
18 is made—

19 (1) to enable the airport operator and an af-
20 fected local jurisdiction to expedite their noise miti-
21 gation redevelopment efforts with respect to real
22 property described in subsection (b)(1);

23 (2) subject to a requirement that the affected
24 local jurisdiction has adopted zoning regulations that

1 permit compatible redevelopment of real property de-
2 scribed in subsection (b)(1); and

3 (3) subject to a requirement that funds made
4 available under section 47117(e)(1)(A) with respect
5 to real property assembled and redeveloped under
6 subsection (b)(1) plus the amount of any grants
7 made for acquisition of such property under section
8 47504 of such title are repaid to the Administrator
9 upon the sale of such property.

10 (d) COOPERATION WITH LOCAL AFFECTED JURIS-
11 DICTION.—An airport operator may use funds granted
12 under this section for a purpose described in subsection
13 (b) only in cooperation with an affected local jurisdiction.

14 (e) UNITED STATES GOVERNMENT SHARE.—

15 (1) IN GENERAL.—The United States Govern-
16 ment share of the allowable costs of a project carried
17 out under the pilot program shall be 80 percent.

18 (2) DETERMINATION.—In determining the al-
19 lowable project costs of a project carried out under
20 the pilot program for purposes of this subsection,
21 the Administrator shall deduct from the total costs
22 of the project that portion of the total costs of the
23 project that are incurred with respect to real prop-
24 erty that is not owned or to be acquired by the air-
25 port operator pursuant to the noise compatibility

1 program for the airport or that is not owned by an
2 affected local jurisdiction or other public entity.

3 (3) MAXIMUM AMOUNT.—Not more than
4 \$5,000,000 in funds made available under section
5 47117(e) of title 49, United States Code, may be ex-
6 pended under this pilot program at any single pub-
7 lic-use airport.

8 (f) SPECIAL RULES FOR REPAID FUNDS.—The
9 amounts repaid to the Administrator with respect to an
10 airport under subsection (c)(3)—

11 (1) shall be available to the Administrator for
12 the following actions giving preference to such ac-
13 tions in descending order:

14 (A) reinvestment in an approved noise
15 compatibility project at the airport;

16 (B) reinvestment in another project at the
17 airport that is available for funding under sec-
18 tion 47117(e) of title 49, United States Code;

19 (C) reinvestment in an approved airport
20 development project at the airport that is eligi-
21 ble for funding under section 47114, 47115, or
22 47117 of such title;

23 (D) reinvestment in approved noise com-
24 patibility project at any other public airport;
25 and

1 (E) deposit in the Airport and Airway
2 Trust Fund established under section 9502 of
3 the Internal Revenue Code of 1986 (26 U.S.C.
4 9502);

5 (2) shall be in addition to amounts authorized
6 under section 48103 of title 49, United States Code;
7 and

8 (3) shall remain available until expended.

9 (g) USE OF PASSENGER FACILITY REVENUE.—An
10 operator of an airport participating in the pilot program
11 may use passenger facility revenue collected for the airport
12 under section 40117 of title 49, United States Code, to
13 pay the portion of the total cost of a project carried out
14 by the operator under the pilot program that are not al-
15 lowable under subsection (e)(2).

16 (h) SUNSET.—The Administrator may not make a
17 grant under the pilot program after September 30, 2012.

18 (i) REPORT TO CONGRESS.—Not later than the last
19 day of the 30th month following the date on which the
20 first grant is made under this section, the Administrator
21 shall report to Congress on the effectiveness of the pilot
22 program on returning real property purchased with noise
23 mitigation funds made available under section
24 47117(e)(1)(A) or 47505 or passenger facility revenues to
25 productive use.

1 (j) NOISE COMPATIBILITY MEASURES.—Section
2 47504(a)(2) is amended—

3 (1) by striking “and” at the end of subpara-
4 graph (D);

5 (2) by striking the period at the end of sub-
6 paragraph (E) and inserting “; and”; and

7 (3) by adding at the end the following:

8 “(F) joint comprehensive land use plan-
9 ning, including master plans, traffic studies, en-
10 vironmental evaluation and economic and feasi-
11 bility studies, with neighboring local jurisdic-
12 tions undertaking community redevelopment in
13 the area where any land or other property in-
14 terest acquired by the airport operator under
15 this subsection is located, to encourage and en-
16 hance redevelopment opportunities that reflect
17 zoning and uses that will prevent the introduc-
18 tion of additional incompatible uses and en-
19 hance redevelopment potential.”.

20 **SEC. 818. HELICOPTER OPERATIONS OVER LONG ISLAND,**
21 **NEW YORK.**

22 (a) STUDY.—The Administrator of the Federal Avia-
23 tion Administration shall conduct a study on helicopter op-
24 erations over Long Island, New York.

1 (b) CONTENTS.—In conducting the study, the Ad-
2 ministrator shall examine, at a minimum, the following:

3 (1) The effect of helicopter operations on resi-
4 dential areas, including—

5 (A) safety issues relating to helicopter op-
6 erations;

7 (B) noise levels relating to helicopter oper-
8 ations and ways to abate the noise levels; and

9 (C) any other issue relating to helicopter
10 operations on residential areas.

11 (2) The feasibility of diverting helicopters from
12 residential areas.

13 (3) The feasibility of creating specific air lanes
14 for helicopter operations.

15 (4) The feasibility of establishing altitude limits
16 for helicopter operations.

17 (c) EXCEPTIONS.—Any determination under this sec-
18 tion on the feasibility of establishing limitations or restric-
19 tions for helicopter operations over Long Island, New
20 York, shall not apply to helicopters performing operations
21 for news organizations, the military, law enforcement, or
22 providers of emergency services.

23 (d) LIMITATION ON STATUTORY CONSTRUCTION.—
24 Nothing in this section shall be construed to interfere with

1 the Federal Aviation Administration's authority to ensure
2 the safe and efficient use of the national airspace system.

3 (e) REPORT.—Not later than 6 months after the date
4 of the enactment of this Act, the Administrator shall sub-
5 mit to Congress a report on the results of the study, in-
6 cluding information and recommendations concerning the
7 issues examined under subsection (b).

8 **SEC. 819. CABIN TEMPERATURE STANDARDS STUDY.**

9 (a) STUDY.—Not later than 6 months after the date
10 of enactment of this Act, the Administrator of the Federal
11 Aviation Administration shall conduct a study to deter-
12 mine whether onboard temperature standards are nec-
13 essary to protect cabin and cockpit crew members and pas-
14 sengers on an aircraft of an air carrier used to provide
15 air transportation from excessive heat onboard such air-
16 craft during standard operations or during an excessive
17 flight delay.

18 (b) TEMPERATURE REVIEW.—In conducting the
19 study under subsection (a), the Administrator shall—

20 (1) survey onboard cabin and cockpit tempera-
21 tures of a representative sampling of different air-
22 craft types and operations;

23 (2) address the appropriate placement of tem-
24 perature monitoring devices onboard the aircraft to
25 determine the most accurate measurement of on-

1 board temperature and develop a system for the re-
2 porting of excessive temperature onboard passenger
3 aircraft by cockpit and cabin crew members; and

4 (3) review the impact of implementing such on-
5 board temperature standards on the environment,
6 fuel economy, and avionics and determine the costs
7 associated with such implementation and the feasi-
8 bility of using ground equipment or other mitigation
9 measures to offset any such costs.

10 (c) REPORT TO CONGRESS.—Not later than 18
11 months after the date of enactment of this Act, the Ad-
12 ministrator shall submit to Congress a report on the find-
13 ings of the study.

14 **SEC. 820. CIVIL PENALTIES TECHNICAL AMENDMENTS.**

15 Section 46301 is amended—

16 (1) in subsection (a)(1)(A) by inserting “chap-
17 ter 451,” before “section 47107(b)”;

18 (2) in subsection (a)(5)(A)(i)—

19 (A) by striking “or chapter 449” and in-
20 serting “chapter 449”; and

21 (B) by inserting after “44909)” the fol-
22 lowing: “, or chapter 451”; and

23 (3) in subsection (d)(2)—

1 (A) by inserting after “44723)” the fol-
2 lowing: “, chapter 451 (except section 45107)”;
3 and

4 (B) by inserting after “44909),” the fol-
5 lowing: “section 45107 or”.

6 **SEC. 821. STUDY AND REPORT ON ALLEVIATING CONGES-**
7 **TION.**

8 Not later than 18 months after the date of enactment
9 of this Act, the Comptroller General shall conduct a study
10 and submit a report to Congress regarding effective strat-
11 egies to alleviate congestion in the national airspace at air-
12 ports during peak travel times, by evaluating the effective-
13 ness of reducing flight schedules and staggering flights,
14 developing incentives for airlines to reduce the number of
15 flights offered, and instituting slots and quotas at air-
16 ports. In addition, the Comptroller General shall compare
17 the efficiency of implementing the strategies in the pre-
18 ceding sentence with redesigning airspace and evaluate
19 any legal obstacles to implementing such strategies.

20 **SEC. 822. AIRLINE PERSONNEL TRAINING ENHANCEMENT.**

21 Not later than one year after the date of enactment
22 of this Act, the Secretary of Transportation shall issue
23 regulations under chapter 447 of title 49, United States
24 Code, that require air carriers to provide initial and an-
25 nual recurring training for flight attendants and gate at-

1 tendants regarding serving alcohol, dealing with disruptive
2 passengers, and recognizing intoxicated persons. The
3 training shall include situational training on methods of
4 handling an intoxicated person who is belligerent.

5 **SEC. 823. STUDY ON FEASIBILITY OF DEVELOPMENT OF A**
6 **PUBLIC INTERNET WEB-BASED SEARCH EN-**
7 **GINE ON WIND TURBINE INSTALLATION OB-**
8 **STRUCTION.**

9 (a) **STUDY.**—The Administrator of the Federal Avia-
10 tion Administration shall carry out a study on the feasi-
11 bility of developing a publicly searchable, Internet Web-
12 based resource that provides information regarding the ac-
13 ceptable height and distance that wind turbines may be
14 installed in relation to aviation sites and the level of ob-
15 struction such turbines may present to such sites.

16 (b) **CONSIDERATIONS.**—In conducting the study, the
17 Administrator shall consult, if appropriate, with the Secre-
18 taries of the Army, Navy and Air Force, Homeland Secu-
19 rity, and Energy to coordinate the requirements of each
20 agency for future air space needs, determine what the ac-
21 ceptable risks are to existing infrastructure of each agen-
22 cy, and define the different levels of risk for such infra-
23 structure.

24 (c) **REPORT.**—Not later than one year after the date
25 of enactment of this Act, the Secretary shall submit a re-

1 port on the results of the study to the Committee on
2 Transportation and Infrastructure, Committee on Home-
3 land Security, Committee on Armed Services and Com-
4 mittee on Science and Technology in the House of Rep-
5 resentatives and the Committee on Commerce, Science
6 and Transportation, Committee on Government Affairs
7 and Homeland Security, and the Committee on Armed
8 Services in the Senate.

9 **TITLE IX—FEDERAL AVIATION**
10 **RESEARCH AND DEVELOPMENT**

11 **SEC. 901. SHORT TITLE.**

12 This title may be cited as the “Federal Aviation Re-
13 search and Development Reauthorization Act of 2009”.

14 **SEC. 902. DEFINITIONS.**

15 As used in this title, the following definition apply:

16 (1) ADMINISTRATOR.—The term “Adminis-
17 trator” means the Administrator of the Federal
18 Aviation Administration.

19 (2) FAA.—The term “FAA” means the Fed-
20 eral Aviation Administration.

21 (3) NASA.—The term “NASA” means the Na-
22 tional Aeronautics and Space Administration.

23 (4) NATIONAL RESEARCH COUNCIL.—The term
24 “National Research Council” means the National

1 Research Council of the National Academies of
2 Science and Engineering.

3 (5) NOAA.—The term “NOAA” means the Na-
4 tional Oceanic and Atmospheric Administration.

5 (6) NSF.—The term “NSF” means the Na-
6 tional Science Foundation.

7 (7) SECRETARY.—The term “Secretary” means
8 the Secretary of Transportation.

9 **SEC. 903. INTERAGENCY RESEARCH INITIATIVE ON THE IM-**
10 **PACT OF AVIATION ON THE CLIMATE.**

11 (a) IN GENERAL.—The Administrator, in coordina-
12 tion with NASA and the United States Climate Change
13 Science Program, shall carry out a research initiative to
14 assess the impact of aviation on the climate and, if war-
15 ranted, to evaluate approaches to mitigate that impact.

16 (b) RESEARCH PLAN.—Not later than one year after
17 the date of enactment of this Act, the participating Fed-
18 eral entities shall jointly develop a plan for the research
19 program that contains the objectives, proposed tasks, mile-
20 stones, and 5-year budgetary profile.

21 **SEC. 904. RESEARCH PROGRAM ON RUNWAYS.**

22 (a) RESEARCH PROGRAM.—The Administrator shall
23 maintain a program of research grants to universities and
24 nonprofit research foundations for research and tech-
25 nology demonstrations related to—

1 (1) improved runway surfaces; and

2 (2) engineered material restraining systems for
3 runways at both general aviation airports and air-
4 ports with commercial air carrier operations.

5 (b) AUTHORIZATION OF APPROPRIATIONS.—There is
6 authorized to be appropriated such sums as may be nec-
7 essary for each of the fiscal years 2008 through 2011 to
8 carry out this section.

9 **SEC. 905. RESEARCH ON DESIGN FOR CERTIFICATION.**

10 (a) ESTABLISHMENT OF PROGRAM.—Not later than
11 6 months after the date of enactment of this Act, the
12 FAA, in consultation with other agencies as appropriate,
13 shall establish a research program on methods to improve
14 both confidence in and the timeliness of certification of
15 new technologies for their introduction into the national
16 airspace system.

17 (b) RESEARCH PLAN.—Not later than 1 year after
18 the date of enactment of this Act, as part of the activity
19 described in subsection (a), the FAA shall develop a plan
20 for the research program that contains the objectives, pro-
21 posed tasks, milestones, and five-year budgetary profile.

22 (c) REVIEW.—The Administrator shall have the Na-
23 tional Research Council conduct an independent review of
24 the research program plan and provide the results of that
25 review to the Committee on Science and Technology and

1 the Committee on Transportation and Infrastructure of
2 the House of Representatives and the Committee on Com-
3 merce, Science, and Transportation of the Senate not later
4 than 18 months after the date of enactment of this Act.

5 **SEC. 906. CENTERS OF EXCELLENCE.**

6 (a) GOVERNMENT'S SHARE OF COSTS.—Section
7 44513(f) is amended to read as follows:

8 “(f) GOVERNMENT'S SHARE OF COSTS.—The United
9 States Government's share of establishing and operating
10 the center and all related research activities that grant
11 recipients carry out shall not exceed 75 percent of the
12 costs. The United States Government's share of an indi-
13 vidual grant under this section shall not exceed 90 percent
14 of the costs.”.

15 (b) ANNUAL REPORT.—The Administrator shall
16 transmit annually to the Committee on Science and Tech-
17 nology and the Committee on Transportation and Infra-
18 structure of the House of Representatives and the Com-
19 mittee on Commerce, Science, and Transportation of the
20 Senate at the time of the President's budget request a re-
21 port that lists—

22 (1) the research projects that have been initi-
23 ated by each Center of Excellence in the preceding
24 year;

1 (2) the amount of funding for each research
2 project and the funding source;

3 (3) the institutions participating in each project
4 and their shares of the overall funding for each re-
5 search project; and

6 (4) the level of cost-sharing for each research
7 project.

8 **SEC. 907. AIRPORT COOPERATIVE RESEARCH PROGRAM.**

9 Section 44511(f) is amended—

10 (1) in paragraph (1) by striking “establish a 4-
11 year pilot” and inserting “maintain an”; and

12 (2) in paragraph (4)—

13 (A) by striking “expiration of the pro-
14 gram” and inserting “expiration of the pilot
15 program”; and

16 (B) by striking “program, including rec-
17 ommendations as to the need for establishing a
18 permanent airport cooperative research pro-
19 gram” and inserting “program”.

20 **SEC. 908. UNMANNED AIRCRAFT SYSTEMS.**

21 (a) RESEARCH INITIATIVE.—Section 44504(b) is
22 amended—

23 (1) in paragraph (6) by striking “and” after
24 the semicolon;

1 (2) in paragraph (7) by striking the period at
2 the end and inserting “; and”; and

3 (3) by adding at the end the following:

4 “(8) in conjunction with other Federal agencies,
5 as appropriate, to develop technologies and methods
6 to assess the risk of and prevent defects, failures,
7 and malfunctions of products, parts, and processes,
8 for use in all classes of unmanned aircraft systems
9 that could result in a catastrophic failure of the un-
10 manned aircraft that would endanger other aircraft
11 in the national airspace system.”.

12 (b) SYSTEMS, PROCEDURES, FACILITIES, AND DE-
13 VICES.—Section 44505(b) is amended—

14 (1) in paragraph (4) by striking “and” after
15 the semicolon;

16 (2) in paragraph (5)(C) by striking the period
17 at the end and inserting a semicolon; and

18 (3) by adding at the end the following:

19 “(6) to develop a better understanding of the
20 relationship between human factors and unmanned
21 aircraft systems safety; and

22 “(7) to develop dynamic simulation models for
23 integrating all classes of unmanned aircraft systems
24 into the national airspace system without any deg-

1 radation of existing levels of safety for all national
2 airspace system users.”.

3 **SEC. 909. RESEARCH GRANTS PROGRAM INVOLVING UN-**
4 **DERGRADUATE STUDENTS.**

5 (a) IN GENERAL.—The Administrator shall establish
6 a program to utilize colleges and universities, including
7 Historically Black Colleges and Universities, Hispanic
8 serving institutions, tribally controlled colleges and univer-
9 sities, and Alaska Native and Native Hawaiian serving in-
10 stitutions in conducting research by undergraduate stu-
11 dents on subjects of relevance to the FAA. Grants may
12 be awarded under this section for—

13 (1) research projects to be carried out primarily
14 by undergraduate students;

15 (2) research projects that combine under-
16 graduate research with other research supported by
17 the FAA;

18 (3) research on future training requirements re-
19 lated to projected changes in regulatory require-
20 ments for aircraft maintenance and power plant li-
21 censees; and

22 (4) research on the impact of new technologies
23 and procedures, particularly those related to aircraft
24 flight deck and air traffic management functions,

1 and on training requirements for pilots and air traf-
2 fic controllers.

3 (b) AUTHORIZATION OF APPROPRIATIONS.—There is
4 authorized to be appropriated \$5,000,000 for each of the
5 fiscal years 2008 through 2011, for research grants under
6 this section.

7 **SEC. 910. AVIATION GAS RESEARCH AND DEVELOPMENT**
8 **PROGRAM.**

9 (a) CONTINUATION OF PROGRAM.—The Adminis-
10 trator, in coordination with the NASA Administrator,
11 shall continue research and development activities into
12 technologies for modification of existing general aviation
13 piston engines to enable their safe operation using un-
14 leaded aviation fuel.

15 (b) ROADMAP.—Not later than 120 days after the
16 date of enactment of this Act, the Administrator shall de-
17 velop a research and development roadmap for the pro-
18 gram continued in subsection (a), containing the specific
19 research and development objectives and the anticipated
20 timetable for achieving the objectives.

21 (c) REPORT.—Not later than 130 days after the date
22 of enactment of this Act, the Administrator shall provide
23 the roadmap specified in subsection (b) to the Committee
24 on Science and Technology of the House of Representa-

1 tives and the Committee on Commerce, Science, and
2 Transportation of the Senate.

3 (d) AUTHORIZATION OF APPROPRIATIONS.—There is
4 authorized to be appropriated \$750,000 for each of the
5 fiscal years 2008 through 2010 to carry out this section.

6 **SEC. 911. REVIEW OF FAA'S ENERGY- AND ENVIRONMENT-**
7 **RELATED RESEARCH PROGRAMS.**

8 (a) STUDY.—The Administrator shall enter into an
9 arrangement with the National Research Council for a re-
10 view of the FAA's energy- and environment-related re-
11 search programs. The review shall assess whether—

12 (1) the programs have well-defined, prioritized,
13 and appropriate research objectives;

14 (2) the programs are properly coordinated with
15 the energy- and environment-related research pro-
16 grams of NASA, NOAA, and other relevant agen-
17 cies;

18 (3) the programs have allocated appropriate re-
19 sources to each of the research objectives; and

20 (4) there exist suitable mechanisms for
21 transitioning the research results into the FAA's
22 operational technologies and procedures and certifi-
23 cation activities.

24 (b) REPORT.—A report containing the results of the
25 review shall be provided to the Committee on Science and

1 Technology of the House of Representatives and the Com-
2 mittee on Commerce, Science, and Transportation of the
3 Senate within 18 months of the enactment of this Act.

4 **SEC. 912. REVIEW OF FAA'S AVIATION SAFETY-RELATED RE-**
5 **SEARCH PROGRAMS.**

6 (a) REVIEW.—The Administrator shall enter into an
7 arrangement with the National Research Council for an
8 independent review of the FAA's aviation safety-related
9 research programs. The review shall assess whether—

10 (1) the programs have well-defined, prioritized,
11 and appropriate research objectives;

12 (2) the programs are properly coordinated with
13 the safety research programs of NASA and other
14 relevant Federal agencies;

15 (3) the programs have allocated appropriate re-
16 sources to each of the research objectives; and

17 (4) there exist suitable mechanisms for
18 transitioning the research results from the programs
19 into the FAA's operational technologies and proce-
20 dures and certification activities in a timely manner.

21 (b) AVIATION SAFETY-RELATED RESEARCH PRO-
22 GRAMS TO BE ASSESSED.—The FAA aviation safety-re-
23 lated research programs to be assessed under the review
24 shall include, at a minimum, the following:

1 (1) Air traffic control/technical operations
2 human factors.

3 (2) Runway incursion reduction.

4 (3) Flightdeck/maintenance system integration
5 human factors.

6 (4) Airports technology research—safety.

7 (5) Airport cooperative research program—safe-
8 ty.

9 (6) Weather program.

10 (7) Atmospheric hazards/digital system safety.

11 (8) Fire research and safety.

12 (9) Propulsion and fuel systems.

13 (10) Advanced materials/structural safety.

14 (11) Aging aircraft.

15 (12) Aircraft catastrophic failure prevention re-
16 search.

17 (13) Aeromedical research.

18 (14) Aviation safety risk analysis.

19 (15) Unmanned aircraft systems research.

20 (16) Safe Flight 21—Alaska Capstone.

21 (c) REPORT.—Not later than 14 months after the
22 date of enactment of this Act, the Administrator shall sub-
23 mit to Congress a report on the results of the review.

24 (d) AUTHORIZATION OF APPROPRIATIONS.—In addi-
25 tion to amounts authorized to be appropriated by the

1 amendments made by this Act, there is authorized to be
2 appropriated \$700,000 for fiscal year 2008 to carry out
3 this section.

4 **SEC. 913. RESEARCH PROGRAM ON ALTERNATIVE JET**
5 **FUEL TECHNOLOGY FOR CIVIL AIRCRAFT.**

6 (a) ESTABLISHMENT OF RESEARCH PROGRAM.—
7 Using amounts made available under section 48102(a) of
8 title 49, United States Code, the Secretary of Transpor-
9 tation shall conduct a research program related to devel-
10 oping jet fuel from alternative sources (such as coal, nat-
11 ural gas, biomass, ethanol, butanol, and hydrogen)
12 through grants or other measures authorized under sec-
13 tion 106(l)(6) of such title, including reimbursable agree-
14 ments with other Federal agencies.

15 (b) PARTICIPATION BY EDUCATIONAL AND RE-
16 SEARCH INSTITUTIONS.—In conducting the program, the
17 Secretary shall provide for participation by educational
18 and research institutions that have existing facilities and
19 experience in the development and deployment of tech-
20 nology for alternative jet fuels.

21 (c) DESIGNATION OF INSTITUTE AS A CENTER OF
22 EXCELLENCE.—Not later than 6 months after the date
23 of enactment of this Act, the Administrator of the Federal
24 Aviation Administration shall designate an institution de-

1 scribed in subsection (a) as a Center of Excellence for Al-
2 ternative Jet Fuel Research.

3 **SEC. 914. CENTER FOR EXCELLENCE IN AVIATION EMPLOY-**
4 **MENT.**

5 (a) **ESTABLISHMENT.**—The Administrator shall es-
6 tablish a Center for Excellence in Aviation Employment
7 (in this section referred to as the “Center”).

8 (b) **APPLIED RESEARCH AND TRAINING.**—The Cen-
9 ter shall conduct applied research and training on—

10 (1) human performance in the air transpor-
11 tation environment;

12 (2) air transportation personnel, including air
13 traffic controllers, pilots, and technicians; and

14 (3) any other aviation human resource issues
15 pertinent to developing and maintaining a safe and
16 efficient air transportation system.

17 (c) **DUTIES.**—The Center shall—

18 (1) in conjunction with the Collegiate Training
19 Initiative and other air traffic controller training
20 programs, develop, implement, and evaluate a com-
21 prehensive, best-practices based training program
22 for air traffic controllers;

23 (2) work with the Office of Human Resource
24 Management of the FAA as that office develops and
25 implements a strategic recruitment and marketing

1 program to help the FAA compete for the best quali-
2 fied employees and incorporate an employee value
3 proposition process that results in attracting a
4 broad-based and diverse aviation workforce in mis-
5 sion critical positions, including air traffic controller,
6 aviation safety inspector, airway transportation safe-
7 ty specialist, and engineer;

8 (3) through industry surveys and other research
9 methodologies and in partnership with the
10 “Taskforce on the Future of the Aerospace Work-
11 force” and the Secretary of Labor, establish a base-
12 line of general aviation employment statistics for
13 purposes of projecting and anticipating future work-
14 force needs and demonstrating the economic impact
15 of general aviation employment;

16 (4) conduct a comprehensive analysis of the air-
17 frame and powerplant technician certification proc-
18 ess and employment trends for maintenance repair
19 organization facilities, certificated repair stations,
20 and general aviation maintenance organizations;

21 (5) establish a best practices model in aviation
22 maintenance technician school environments; and

23 (6) establish a workforce retraining program to
24 allow for transition of recently unemployed and high-
25 ly skilled mechanics into aviation employment.

1 (d) AUTHORIZATION OF APPROPRIATIONS.—There
2 are authorized to be appropriated to the Administrator
3 such sums as may be necessary to carry out this section.
4 Such sums shall remain available until expended.

○