

JULY 12, 2017

RULES COMMITTEE PRINT 115–25
TEXT OF H.R. 2997, THE 21ST CENTURY AVIA-
TION INNOVATION, REFORM, AND REAUTHOR-
IZATION ACT

**[Showing the text as ordered reported by the Committee on
Transportation and Infrastructure, with modifications]**

1 SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

2 (a) **SHORT TITLE.**—This Act may be cited as the
3 “21st Century Aviation Innovation, Reform, and Reau-
4 thorization Act” or the “21st Century AIRR Act”.

5 (b) **TABLE OF CONTENTS.**—The table of contents for
6 this Act is as follows:

Sec. 1. Short title; table of contents.

Sec. 2. 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. Facilities and equipment.

Sec. 103. FAA operations.

Sec. 104. Adjustment to AIP program funding.

Sec. 105. Funding for aviation programs.

Sec. 106. Applicability.

Subtitle B—Passenger Facility Charges

Sec. 111. Passenger facility charge modernization.

Sec. 112. Pilot program for passenger facility charge authorizations.

Subtitle C—Airport Improvement Program Modifications

Sec. 121. Clarification of airport obligation to provide FAA airport space.

Sec. 122. Mothers’ rooms at airports.

Sec. 123. Extension of competitive access reports.

- Sec. 124. Grant assurances.
- Sec. 125. Government share of project costs.
- Sec. 126. Updated veterans' preference.
- Sec. 127. Special rule.
- Sec. 128. Marshall Islands, Micronesia, and Palau.
- Sec. 129. Nondiscrimination.
- Sec. 130. State block grant program expansion.
- Sec. 131. Midway Island Airport.
- Sec. 132. Property conveyance releases.
- Sec. 133. Minority and disadvantaged business participation.
- Sec. 134. Contract tower program.
- Sec. 135. Airport access roads in remote locations.
- Sec. 136. Buy America requirements.

Subtitle D—Airport Noise and Environmental Streamlining

- Sec. 151. Recycling plans for airports.
- Sec. 152. Pilot program sunset.
- Sec. 153. Extension of grant authority for compatible land use planning and projects by State and local governments.
- Sec. 154. Updating airport noise exposure maps.
- Sec. 155. Stage 3 aircraft study.
- Sec. 156. Addressing community noise concerns.
- Sec. 157. Study on potential health impacts of overflight noise.
- Sec. 158. Environmental mitigation pilot program.
- Sec. 159. Aircraft noise exposure.
- Sec. 160. Community involvement in FAA NextGen projects located in metroplexes.
- Sec. 161. Critical habitat on or near airport property.
- Sec. 162. Clarification of reimbursable allowed costs of FAA memoranda of agreement.

TITLE II—AMERICAN AIR NAVIGATION SERVICES CORPORATION

- Sec. 201. Purposes.

Subtitle A—Establishment of Air Traffic Services Provider

- Sec. 211. American Air Navigation Services Corporation.

Subtitle B—Amendments to Federal Aviation Laws

- Sec. 221. Definitions.
- Sec. 222. Sunset of FAA air traffic entities and officers.
- Sec. 223. Role of Administrator.
- Sec. 224. Emergency powers.
- Sec. 225. Presidential transfers in time of war.
- Sec. 226. Airway capital investment plan before date of transfer.
- Sec. 227. Aviation facilities before date of transfer.
- Sec. 228. Judicial review.
- Sec. 229. Civil penalties.

Subtitle C—Other Matters

- Sec. 241. Use of Federal technical facilities.
- Sec. 242. Ensuring progress on NextGen priorities before date of transfer.
- Sec. 243. Severability.

Sec. 244. Prohibition on receipt of Federal funds.

TITLE III—FAA SAFETY CERTIFICATION REFORM

Subtitle A—General Provisions

Sec. 301. Definitions.

Sec. 302. Safety Oversight and Certification Advisory Committee.

Subtitle B—Aircraft Certification Reform

Sec. 311. Aircraft certification performance objectives and metrics.

Sec. 312. Organization designation authorizations.

Sec. 313. ODA review.

Sec. 314. Type certification resolution process.

Sec. 315. Safety enhancing equipment and systems for small general aviation airplanes.

Sec. 316. Review of certification process for small general aviation airplanes.

Subtitle C—Flight Standards Reform

Sec. 331. Flight standards performance objectives and metrics.

Sec. 332. FAA task force on flight standards reform.

Sec. 333. Centralized safety guidance database.

Sec. 334. Regulatory Consistency Communications Board.

Subtitle D—Safety Workforce

Sec. 341. Safety workforce training strategy.

Sec. 342. Workforce review.

Subtitle E—International Aviation

Sec. 351. Promotion of United States aerospace standards, products, and services abroad.

Sec. 352. Bilateral exchanges of safety oversight responsibilities.

Sec. 353. FAA leadership abroad.

Sec. 354. Registration, certification, and related fees.

TITLE IV—SAFETY

Subtitle A—General Provisions

Sec. 401. FAA technical training.

Sec. 402. Safety critical staffing.

Sec. 403. International efforts regarding tracking of civil aircraft.

Sec. 404. Aircraft data access and retrieval systems.

Sec. 405. Advanced cockpit displays.

Sec. 406. Marking of towers.

Sec. 407. Cabin evacuation.

Sec. 408. ODA staffing and oversight.

Sec. 409. Funding for additional safety needs.

Sec. 410. Funding for additional FAA licensing needs.

Sec. 411. Emergency medical equipment on passenger aircraft.

Sec. 412. HIMS program.

Sec. 413. Acceptance of voluntarily provided safety information.

Sec. 414. Flight attendant duty period limitations and rest requirements.

Sec. 415. Secondary cockpit barriers.

- Sec. 416. Aviation maintenance industry technical workforce.
- Sec. 417. Critical airfield markings.

Subtitle B—Unmanned Aircraft Systems

- Sec. 431. Definitions.
- Sec. 432. Codification of existing law; additional provisions.
- Sec. 433. Unmanned aircraft test ranges.
- Sec. 434. Sense of Congress regarding unmanned aircraft safety.
- Sec. 435. UAS privacy review.
- Sec. 436. Public UAS operations by Tribal governments.
- Sec. 437. Evaluation of aircraft registration for small unmanned aircraft.
- Sec. 438. Study on roles of governments relating to low-altitude operation of small unmanned aircraft.
- Sec. 439. Study on financing of unmanned aircraft services.
- Sec. 440. Update of FAA comprehensive plan.
- Sec. 441. Cooperation related to certain counter-UAS technology.

TITLE V—AIR SERVICE IMPROVEMENTS

Subtitle A—Airline Customer Service Improvements

- Sec. 501. Reliable air service in American Samoa.
- Sec. 502. Cell phone voice communication ban.
- Sec. 503. Advisory committee for aviation consumer protection.
- Sec. 504. Improved notification of insecticide use.
- Sec. 505. Advertisements and disclosure of fees for passenger air transportation.
- Sec. 506. Involuntarily bumping passengers after aircraft boarded.
- Sec. 507. Availability of consumer rights information.
- Sec. 508. Consumer complaints hotline.
- Sec. 509. Widespread disruptions.
- Sec. 510. Involuntarily denied boarding compensation.
- Sec. 511. Consumer information on actual flight times.
- Sec. 512. Advisory committee for transparency in air ambulance industry.
- Sec. 513. Air ambulance complaints.
- Sec. 514. Passenger rights.

Subtitle B—Aviation Consumers With Disabilities

- Sec. 541. Select subcommittee.
- Sec. 542. Aviation consumers with disabilities study.
- Sec. 543. Feasibility study on in-cabin wheelchair restraint systems.
- Sec. 544. Access advisory committee recommendations.

Subtitle C—Small Community Air Service

- Sec. 551. Essential air service authorization.
- Sec. 552. Extension of final order establishing mileage adjustment eligibility.
- Sec. 553. Study on essential air service reform.
- Sec. 554. Small community air service.
- Sec. 555. Air transportation to noneligible places.

TITLE VI—MISCELLANEOUS

- Sec. 601. Review of FAA strategic cybersecurity plan.
- Sec. 602. Consolidation and realignment of FAA services and facilities.
- Sec. 603. FAA review and reform.

- Sec. 604. Aviation fuel.
- Sec. 605. Right to privacy when using air traffic control system.
- Sec. 606. Air shows.
- Sec. 607. Part 91 review, reform, and streamlining.
- Sec. 608. Aircraft registration.
- Sec. 609. Air transportation of lithium cells and batteries.
- Sec. 610. Remote tower pilot program for rural and small communities.
- Sec. 611. Ensuring FAA readiness to provide seamless oceanic operations.
- Sec. 612. Sense of Congress regarding women in aviation.
- Sec. 613. Obstruction evaluation aeronautical studies.
- Sec. 614. Aircraft leasing.
- Sec. 615. Report on obsolete test equipment.
- Sec. 616. Retired military controllers.
- Sec. 617. Pilots sharing flight expenses with passengers.
- Sec. 618. Aviation rulemaking committee for part 135 pilot rest and duty rules.
- Sec. 619. Metropolitan Washington Airports Authority.
- Sec. 620. Terminal Aerodrome Forecast.
- Sec. 621. Federal Aviation Administration employees stationed on Guam.
- Sec. 622. Technical corrections.
- Sec. 623. Application of veterans' preference to Federal Aviation Administration personnel management system.
- Sec. 624. Public aircraft eligible for logging flight times.
- Sec. 625. Federal Aviation Administration workforce review.
- Sec. 626. State taxation.
- Sec. 627. Aviation and aerospace workforce of the future.
- Sec. 628. Future aviation and aerospace workforce study.
- Sec. 629. FAA leadership on civil supersonic aircraft.
- Sec. 630. Oklahoma registry office.
- Sec. 631. Foreign air transportation under United States-European Union Air Transport Agreement.
- Sec. 632. Training on human trafficking for certain staff.
- Sec. 633. Part 107 implementation improvements.
- Sec. 634. Part 107 transparency and technology improvements.
- Sec. 635. Prohibitions against smoking on passenger flights.
- Sec. 636. Consumer protection requirements relating to large ticket agents.
- Sec. 637. Agency procurement reporting requirements.
- Sec. 638. Zero-emission vehicles and technology.
- Sec. 639. Employee Assault Prevention and Response Plans.
- Sec. 640. Study on training of customer-facing air carrier employees.
- Sec. 641. Minimum dimensions for passenger seats.
- Sec. 642. Study of ground transportation options.
- Sec. 643. Adjustment.

TITLE VII—RESEARCH, ENGINEERING, AND DEVELOPMENT

Subtitle A—General Provisions

- Sec. 701. Short title.
- Sec. 702. Definitions.
- Sec. 703. Authorization of appropriations.

Subtitle B—FAA Research and Development Organization

- Sec. 711. Associate Administrator for Research and Development.
- Sec. 712. Research advisory committee.
- Sec. 713. Plan to determine research and development responsibility.

Subtitle C—Unmanned Aircraft Systems

- Sec. 721. Unmanned aircraft systems research and development roadmap.
- Sec. 722. Probabilistic metrics for exemptions.
- Sec. 723. Probabilistic assessment of risks.
- Sec. 724. Unmanned aerial vehicle-manned aircraft collision research.
- Sec. 725. Special rule for research and development.
- Sec. 726. Beyond line-of-sight research and development.

Subtitle D—Cybersecurity

- Sec. 731. Cyber Testbed.
- Sec. 732. Cabin communications, entertainment, and information technology systems cybersecurity vulnerabilities.
- Sec. 733. Cybersecurity threat modeling.
- Sec. 734. National Institute of Standards and Technology cybersecurity standards.
- Sec. 735. Cybersecurity research coordination.
- Sec. 736. Cybersecurity research and development program.

Subtitle E—FAA Research and Development Activities

- Sec. 741. Research plan for the certification of new technologies into the national airspace system.
- Sec. 742. Aviation fuel research, development, and usage.
- Sec. 743. Air traffic surveillance over oceans and other remote locations.
- Sec. 744. Single-piloted commercial cargo aircraft.
- Sec. 745. Electromagnetic spectrum research and development.

TITLE VIII—AIRPORT AND AIRWAY TRUST FUND PROVISIONS
AND RELATED TAXES

- Sec. 801. Expenditure authority from Airport and Airway Trust Fund.
- Sec. 802. Extension of taxes funding Airport and Airway Trust Fund.
- Sec. 803. Taxes temporarily modified after September 30, 2020.

1 SEC. 2. EFFECTIVE DATE.

- 2 Except as otherwise expressly provided, this Act and
- 3 the amendments made by this Act shall take effect on the
- 4 date of enactment of this Act.

1 **TITLE I—AUTHORIZATIONS**
2 **Subtitle A—Funding of FAA**
3 **Programs**

4 **SEC. 101. AIRPORT PLANNING AND DEVELOPMENT AND**
5 **NOISE COMPATIBILITY PLANNING AND PRO-**
6 **GRAMS.**

7 (a) **AUTHORIZATION.**—Section 48103(a) of title 49,
8 United States Code, is amended by striking “section
9 47504(c)” and all that follows through the period at the
10 end and inserting the following: “section 47504(c)—

11 “(1) \$3,424,000,000 for fiscal year 2018;

12 “(2) \$3,499,000,000 for fiscal year 2019;

13 “(3) \$3,576,000,000 for fiscal year 2020;

14 “(4) \$3,655,000,000 for fiscal year 2021;

15 “(5) \$3,735,000,000 for fiscal year 2022; and

16 “(6) \$3,817,000,000 for fiscal year 2023.”.

17 (b) **OBLIGATION AUTHORITY.**—Section 47104(c) of
18 title 49, United States Code, is amended in the matter
19 preceding paragraph (1) by striking “September 30,
20 2017,” and inserting “September 30, 2023,”.

21 **SEC. 102. FACILITIES AND EQUIPMENT.**

22 (a) **AUTHORIZATION OF APPROPRIATIONS FROM AIR-**
23 **PORT AND AIRWAY TRUST FUND.**—Section 48101(a) of
24 title 49, United States Code, is amended by striking para-
25 graphs (1) through (5) and inserting the following:

1 “(1) \$2,920,000,000 for fiscal year 2018.

2 “(2) \$2,984,000,000 for fiscal year 2019.

3 “(3) \$3,049,000,000 for fiscal year 2020.”.

4 (b) SET ASIDES.—Section 48101(d) of title 49,
5 United States Code, is amended by inserting “, carried
6 out using amounts appropriated under subsection (a),”
7 after “air traffic control modernization project”.

8 (c) AUTHORIZATION OF APPROPRIATIONS FROM
9 GENERAL FUND.—

10 (1) IN GENERAL.—Title 49, United States
11 Code, is amended by inserting after section 48101
12 the following:

13 **“§ 48101a. Other facilities and equipment**

14 “There is authorized to be appropriated to the Sec-
15 retary of Transportation to acquire, establish, and im-
16 prove facilities and equipment (other than facilities and
17 equipment relating to air traffic services)—

18 “(1) \$189,000,000 for fiscal year 2021;

19 “(2) \$193,000,000 for fiscal year 2022; and

20 “(3) \$198,000,000 for fiscal year 2023.”.

21 (2) CLERICAL AMENDMENT.—The analysis for
22 chapter 481 of title 49, United States Code, is
23 amended by inserting after the item relating to sec-
24 tion 48101 the following:

“48101a. Other facilities and equipment.”.

25 (3) CONFORMING AMENDMENTS.—

1 (A) SUBMISSION OF BUDGET INFORMA-
2 TION AND LEGISLATIVE RECOMMENDATIONS
3 AND COMMENTS.—Section 48109 of title 49,
4 United States Code, is amended by inserting “,
5 48101a,” before “or 48102”.

6 (B) REPROGRAMMING NOTIFICATION RE-
7 QUIREMENT.—Section 48113 of title 49, United
8 States Code, is amended by inserting
9 “48101a,” before “or 48103”.

10 **SEC. 103. FAA OPERATIONS.**

11 (a) AUTHORIZATION OF APPROPRIATIONS FROM
12 GENERAL FUND.—Section 106(k)(1) of title 49, United
13 States Code, is amended—

14 (1) in the paragraph heading by inserting
15 “FROM GENERAL FUND” after “MAINTENANCE”; and

16 (2) by striking subparagraphs (A) through (E)
17 and inserting the following:

18 “(A) \$884,000,000 for fiscal year 2018;

19 “(B) \$912,000,000 for fiscal year 2019;

20 “(C) \$943,000,000 for fiscal year 2020;

21 “(D) \$1,967,000,000 for fiscal year 2021;

22 “(E) \$2,010,000,000 for fiscal year 2022;

23 and

24 “(F) \$2,052,000,000 for fiscal year
25 2023.”.

1 (b) AUTHORIZATION OF APPROPRIATIONS FROM AIR-
2 PORT AND AIRWAY TRUST FUND.—Section 106(k)(2) of
3 title 49, United States Code, is amended to read as fol-
4 lows:

5 “(2) SALARIES, OPERATIONS, AND MAINTEN-
6 NANCE FROM AIRPORT AND AIRWAY TRUST FUND.—
7 There is authorized to be appropriated to the Sec-
8 retary out of the Airport and Airway Trust Fund es-
9 tablished under section 9502 of the Internal Rev-
10 enue Code of 1986 for salaries, operations, and
11 maintenance of the Administration—

12 “(A) \$9,347,000,000 for fiscal year 2018;

13 “(B) \$9,522,000,000 for fiscal year 2019;

14 and

15 “(C) \$9,696,000,000 for fiscal year
16 2020.”.

17 (c) AUTHORITY TO TRANSFER FUNDS.—Section
18 106(k)(3) of title 49, United States Code, is amended—

19 (1) by striking “fiscal years 2012 through
20 2017” and inserting “fiscal years 2018 through
21 2020”; and

22 (2) by striking “paragraph (1)” each place it
23 appears and inserting “paragraphs (1) and (2)”.

1 **SEC. 104. ADJUSTMENT TO AIP PROGRAM FUNDING.**

2 Section 48112 of title 49, United States Code, and
3 the item relating to such section in the analysis for chap-
4 ter 481 of such title, are repealed.

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

6 Section 48114(a)(1)(A)(ii) of title 49, United States
7 Code, is amended by striking “in fiscal year 2014 and
8 each fiscal year thereafter” and inserting “in fiscal years
9 2014 through 2017”.

10 **SEC. 106. APPLICABILITY.**

11 This subtitle, and the amendments made by this sub-
12 title, shall apply only to fiscal years beginning after Sep-
13 tember 30, 2017.

14 **Subtitle B—Passenger Facility**
15 **Charges**

16 **SEC. 111. PASSENGER FACILITY CHARGE MODERNIZATION.**

17 Section 40117(b) of title 49, United States Code, is
18 amended—

19 (1) in paragraph (1) by striking “or \$3” and
20 inserting “\$3, \$4, or \$4.50”;

21 (2) by repealing paragraph (4);

22 (3) in paragraph (6)—

23 (A) by striking “specified in paragraphs
24 (1) and (4)” and inserting “specified in para-
25 graph (1)”; and

1 (B) by striking “imposed under paragraph
2 (1) or (4)” and inserting “imposed under para-
3 graph (1)”; and

4 (4) in paragraph (7)(A)—

5 (A) by striking “specified in paragraphs
6 (1), (4), and (6)” and inserting “specified in
7 paragraphs (1) and (6)”; and

8 (B) by striking “imposed under paragraph
9 (1) or (4)” and inserting “imposed under para-
10 graph (1)”.

11 **SEC. 112. PILOT PROGRAM FOR PASSENGER FACILITY**
12 **CHARGE AUTHORIZATIONS.**

13 Section 40117(l) of title 49, United States Code, is
14 amended—

15 (1) in the subsection heading by striking “AT
16 NONHUB AIRPORTS”; and

17 (2) in paragraph (1) by striking “nonhub”.

18 **Subtitle C—Airport Improvement**
19 **Program Modifications**

20 **SEC. 121. CLARIFICATION OF AIRPORT OBLIGATION TO**
21 **PROVIDE FAA AIRPORT SPACE.**

22 Section 44502 of title 49, United States Code, is
23 amended by adding at the end the following:

24 “(f) AIRPORT SPACE.—

1 “(1) IN GENERAL.—Except as provided in para-
2 graph (2), the Administrator of the Federal Aviation
3 Administration may not require an airport owner,
4 operator, or sponsor (as defined in section 47102) to
5 provide building construction, maintenance, utilities,
6 administrative support, or space on airport property
7 to the Federal Aviation Administration without ade-
8 quate compensation.

9 “(2) EXCEPTIONS.—Paragraph (1) does not
10 apply in any case in which an airport owner, oper-
11 ator, or sponsor—

12 “(A) provides land or buildings without
13 compensation prior to the date of transfer (as
14 defined in section 90101(a)) to the Federal
15 Aviation Administration for facilities used to
16 carry out activities related to air traffic control
17 or navigation pursuant to a grant assurance; or

18 “(B) provides goods or services to the Fed-
19 eral Aviation Administration without compensa-
20 tion or at below-market rates pursuant to a ne-
21 gotiated agreement between the owner, oper-
22 ator, or sponsor and the Administrator.”.

1 **SEC. 122. MOTHERS' ROOMS AT AIRPORTS.**

2 (a) LACTATION AREA DEFINED.—Section 47102 of
3 title 49, United States Code, is amended by adding at the
4 end the following:

5 “(29) ‘lactation area’ means a room or other lo-
6 cation in a commercial service airport that—

7 “(A) provides a location for members of
8 the public to express breast milk that is shield-
9 ed from view and free from intrusion from the
10 public;

11 “(B) has a door that can be locked;

12 “(C) includes a place to sit, a table or
13 other flat surface, and an electrical outlet;

14 “(D) is readily accessible to and usable by
15 individuals with disabilities, including individ-
16 uals who use wheelchairs; and

17 “(E) is not located in a restroom.”.

18 (b) PROJECT GRANT WRITTEN ASSURANCES FOR
19 LARGE AND MEDIUM HUB AIRPORTS.—

20 (1) IN GENERAL.—Section 47107(a) of title 49,
21 United States Code, is amended—

22 (A) in paragraph (20) by striking “and” at
23 the end;

24 (B) in paragraph (21) by striking the pe-
25 riod at the end and inserting “; and”; and

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

1 “(22) with respect to a medium or large hub
2 airport, the airport owner or operator will maintain
3 a lactation area in each passenger terminal building
4 of the airport in the sterile area (as defined in sec-
5 tion 1540.5 of title 49, Code of Federal Regulations)
6 of the building.”.

7 (2) APPLICABILITY.—

8 (A) IN GENERAL.—The amendment made
9 by paragraph (1) shall apply to a project grant
10 application submitted for a fiscal year begin-
11 ning on or after the date that is 2 years after
12 the date of enactment of this Act.

13 (B) SPECIAL RULE.—The requirement in
14 the amendment made by paragraph (1) that a
15 lactation area be located in the sterile area of
16 a passenger terminal building shall not apply
17 with respect to a project grant application for
18 a period of time, determined by the Secretary
19 of Transportation, if the Secretary determines
20 that construction or maintenance activities
21 make it impracticable or unsafe for the lacta-
22 tion area to be located in the sterile area of the
23 building.

1 (c) **TERMINAL DEVELOPMENT COSTS.**—Section
2 47119(a) of title 49, United States Code, is amended by
3 adding at the end the following:

4 “(3) **LACTATION AREAS.**—In addition to the
5 projects described in paragraph (1), the Secretary
6 may approve a project for terminal development for
7 the construction or installation of a lactation area at
8 a commercial service airport.”.

9 (d) **PRE-EXISTING FACILITIES.**—On application by
10 an airport sponsor, the Secretary may determine that a
11 lactation area in existence on the date of enactment of
12 this Act complies with the requirement of section
13 47107(a)(22) of title 49, United States Code, as added
14 by this section, notwithstanding the absence of one of the
15 facilities or characteristics referred to in the definition of
16 the term “lactation area” in section 47102 of such title,
17 as added by this section.

18 **SEC. 123. EXTENSION OF COMPETITIVE ACCESS REPORTS.**

19 Section 47107(r)(3) of title 49, United States Code,
20 is amended by striking “October 1, 2017” and inserting
21 “October 1, 2023”.

22 **SEC. 124. GRANT ASSURANCES.**

23 (a) **CONSTRUCTION OF RECREATIONAL AIRCRAFT.**—
24 Section 47107 is amended by adding at the end the fol-
25 lowing:

1 “(u) CONSTRUCTION OF RECREATIONAL AIR-
2 CRAFT.—

3 “(1) IN GENERAL.—The construction of a cov-
4 ered aircraft shall be treated as an aeronautical ac-
5 tivity for purposes of—

6 “(A) determining an airport’s compliance
7 with a grant assurance made under this section
8 or any other provision of law; and

9 “(B) the receipt of Federal financial assist-
10 ance for airport development.

11 “(2) COVERED AIRCRAFT DEFINED.—In this
12 subsection, the term ‘covered aircraft’ means an air-
13 craft—

14 “(A) used or intended to be used exclu-
15 sively for recreational purposes; and

16 “(B) constructed or under construction by
17 a private individual at a general aviation air-
18 port.”.

19 (b) COMMUNITY USE OF AIRPORT LAND.—Section
20 47107 of title 49, United States Code, as amended by this
21 section, is further amended by adding at the end the fol-
22 lowing:

23 “(v) COMMUNITY USE OF AIRPORT LAND.—

24 “(1) IN GENERAL.—Notwithstanding subsection
25 (a)(13), and subject to paragraph (2), the sponsor

1 of a public-use airport shall not be considered to be
2 in violation of this subtitle, or to be found in viola-
3 tion of a grant assurance made under this section,
4 or under any other provision of law, as a condition
5 for the receipt of Federal financial assistance for
6 airport development, solely because the sponsor has
7 entered into an agreement, including a revised
8 agreement, with a local government providing for the
9 use of airport property for an interim compatible
10 recreational purpose at below fair market value.

11 “(2) RESTRICTIONS.—This subsection shall
12 apply only—

13 “(A) to an agreement regarding airport
14 property that was initially entered into before
15 the publication of the Federal Aviation Admin-
16 istration’s Policy and Procedures Concerning
17 the Use of Airport Revenue, dated February
18 16, 1999;

19 “(B) if the agreement between the sponsor
20 and the local government is subordinate to any
21 existing or future agreements between the spon-
22 sor and the Secretary, including agreements re-
23 lated to a grant assurance under this section;

1 “(C) to airport property that was acquired
2 under a Federal airport development grant pro-
3 gram;

4 “(D) if the airport sponsor has provided a
5 written statement to the Administrator that the
6 property made available for a recreational pur-
7 pose will not be needed for any aeronautical
8 purpose during the next 10 years;

9 “(E) if the agreement includes a term of
10 not more than 2 years to prepare the airport
11 property for the interim compatible recreational
12 purpose and not more than 10 years of use for
13 that purpose;

14 “(F) if the recreational purpose will not
15 impact the aeronautical use of the airport;

16 “(G) if the airport sponsor provides a cer-
17 tification that the sponsor is not responsible for
18 preparation, start-up, operations, maintenance,
19 or any other costs associated with the rec-
20 reational purpose; and

21 “(H) if the recreational purpose is con-
22 sistent with Federal land use compatibility cri-
23 teria under section 47502.

24 “(3) STATUTORY CONSTRUCTION.—Nothing in
25 this subsection may be construed as permitting a di-

1 version of airport revenue for the capital or oper-
2 ating costs associated with the community use of
3 airport land.”.

4 **SEC. 125. GOVERNMENT SHARE OF PROJECT COSTS.**

5 Section 47109(a) of title 49, United States Code, is
6 amended—

7 (1) in paragraph (1) by striking “primary air-
8 port having at least .25 percent of the total number
9 of passenger boardings each year at all commercial
10 service airports;” and inserting “medium or large
11 hub airport;”; and

12 (2) by striking paragraph (5) and inserting the
13 following:

14 “(5) 95 percent for a project that—

15 “(A) the Administrator determines is a
16 successive phase of a multi-phase construction
17 project for which the sponsor received a grant
18 in fiscal year 2011; and

19 “(B) for which the United States Govern-
20 ment’s share of allowable project costs could
21 otherwise be 90 percent under paragraph (2) or
22 (3).”.

23 **SEC. 126. UPDATED VETERANS’ PREFERENCE.**

24 Section 47112(c)(1)(C) of title 49, United States
25 Code, is amended—

1 (1) by striking “or Operation New Dawn for
2 more” and inserting “Operation New Dawn, Oper-
3 ation Inherent Resolve, Operation Freedom’s Sen-
4 tinel, or any successor contingency operation to such
5 operations for more”; and

6 (2) by striking “or Operation New Dawn
7 (whichever is later)” and inserting “Operation New
8 Dawn, Operation Inherent Resolve, Operation Free-
9 dom’s Sentinel, or any successor contingency oper-
10 ation to such operations (whichever is later)”.

11 **SEC. 127. SPECIAL RULE.**

12 Section 47114(d)(3) of title 49, United States Code,
13 is amended by adding at the end the following:

14 “(C) During fiscal years 2018 through
15 2020—

16 “(i) an airport that accrued appor-
17 tionment funds under subparagraph (A) in
18 fiscal year 2013 that is listed as having an
19 unclassified status under the most recent
20 national plan of integrated airport systems
21 shall continue to accrue apportionment
22 funds under subparagraph (A) at the same
23 amount the airport accrued apportionment
24 funds in fiscal year 2013, subject to the
25 conditions of this paragraph;

1 “(ii) notwithstanding the period of
2 availability as described in section
3 47117(b), an amount apportioned to an
4 airport under clause (i) shall be available
5 to the airport only during the fiscal year in
6 which the amount is apportioned; and

7 “(iii) notwithstanding the waiver per-
8 mitted under section 47117(c)(2), an air-
9 port receiving apportionment funds under
10 clause (i) may not waive its claim to any
11 part of the apportioned funds in order to
12 make the funds available for a grant for
13 another public-use airport.

14 “(D) An airport that re-establishes its
15 classified status shall be eligible to accrue ap-
16 portionment funds pursuant to subparagraph
17 (A) so long as such airport retains its classified
18 status.”.

19 **SEC. 128. MARSHALL ISLANDS, MICRONESIA, AND PALAU.**

20 Section 47115 of title 49, United States Code, is
21 amended—

22 (1) by striking subsection (i);

23 (2) by redesignating subsection (j) as sub-
24 section (i); and

1 (3) in subsection (i) (as so redesignated) by
2 striking “fiscal years 2012 through 2017” and in-
3 serting “fiscal years 2017 through 2023”.

4 **SEC. 129. NONDISCRIMINATION.**

5 Section 47123 of title 49, United States Code, is
6 amended—

7 (1) by striking “The Secretary of Transpor-
8 tation” and inserting the following:

9 “(a) IN GENERAL.—The Secretary of Transpor-
10 tation”; and

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

12 “(b) INDIAN EMPLOYMENT.—

13 “(1) TRIBAL SPONSOR PREFERENCE.—Con-
14 sistent with section 703(i) of the Civil Rights Act of
15 1964 (42 U.S.C. 2000e–2(i)), nothing in this section
16 shall preclude the preferential employment of Indi-
17 ans living on or near a reservation on a project or
18 contract at—

19 “(A) an airport sponsored by an Indian
20 tribal government; or

21 “(B) an airport located on an Indian res-
22 ervation.

23 “(2) STATE PREFERENCE.—A State may imple-
24 ment a preference for employment of Indians on a

1 project carried out under this subchapter near an
2 Indian reservation.

3 “(3) IMPLEMENTATION.—The Secretary shall
4 cooperate with Indian tribal governments and the
5 States to implement this subsection.

6 “(4) INDIAN TRIBAL GOVERNMENT DEFINED.—
7 In this section, the term ‘Indian tribal government’
8 has the same meaning given that term in section
9 102 of the Robert T. Stafford Disaster Relief and
10 Emergency Assistance Act (42 U.S.C. 5122).”.

11 **SEC. 130. STATE BLOCK GRANT PROGRAM EXPANSION.**

12 Section 47128(a) of title 49, United States Code, is
13 amended by striking “not more than 9 qualified States
14 for fiscal years 2000 and 2001 and 10 qualified States
15 for each fiscal year thereafter” and inserting “not more
16 than 20 qualified States for each fiscal year”.

17 **SEC. 131. MIDWAY ISLAND AIRPORT.**

18 Section 186(d) of the Vision 100—Century of Avia-
19 tion Reauthorization Act (117 Stat. 2518) is amended in
20 the first sentence by striking “fiscal years 2012 through
21 2017” and inserting “fiscal years 2017 through 2023”.

22 **SEC. 132. PROPERTY CONVEYANCE RELEASES.**

23 Section 817(a) of the FAA Modernization and Re-
24 form Act of 2012 (49 U.S.C. 47125 note) is amended—

1 (1) by striking “or section 23” and inserting “,
2 section 23”; and

3 (2) by inserting “, or section 47125 of title 49,
4 United States Code” before the period at the end.

5 **SEC. 133. MINORITY AND DISADVANTAGED BUSINESS PAR-**
6 **TICIPATION.**

7 Congress finds the following:

8 (1) While significant progress has occurred due
9 to the establishment of the airport disadvantaged
10 business enterprise program (49 U.S.C. 47107(e)
11 and 47113), discrimination and related barriers con-
12 tinue to pose significant obstacles for minority- and
13 women-owned businesses seeking to do business in
14 airport-related markets across the Nation. These
15 continuing barriers merit the continuation of the air-
16 port disadvantaged business enterprise program.

17 (2) Congress has received and reviewed testi-
18 mony and documentation of race and gender dis-
19 crimination from numerous sources, including con-
20 gressional hearings and roundtables, scientific re-
21 ports, reports issued by public and private agencies,
22 news stories, reports of discrimination by organiza-
23 tions and individuals, and discrimination lawsuits.
24 This testimony and documentation shows that race-

1 and gender-neutral efforts alone are insufficient to
2 address the problem.

3 (3) This testimony and documentation dem-
4 onstrates that discrimination across the Nation
5 poses a barrier to full and fair participation in air-
6 port-related businesses of women business owners
7 and minority business owners in the racial groups
8 detailed in parts 23 and 26 of title 49, Code of Fed-
9 eral Regulations, and has impacted firm develop-
10 ment and many aspects of airport-related business
11 in the public and private markets.

12 (4) This testimony and documentation provides
13 a strong basis that there is a compelling need for the
14 continuation of the airport disadvantaged business
15 enterprise program and the airport concessions dis-
16 advantaged business enterprise program to address
17 race and gender discrimination in airport-related
18 business.

19 **SEC. 134. CONTRACT TOWER PROGRAM.**

20 (a) AIR TRAFFIC CONTROL CONTRACT PROGRAM.—

21 (1) SPECIAL RULE.—Section 47124(b)(1)(B) of
22 title 49, United States Code, is amended by striking
23 “exceeds the benefit for a period of 18 months after
24 such determination is made” and inserting the fol-
25 lowing: “exceeds the benefit—

1 “(i) for the 1-year period after such
2 determination is made; or

3 “(ii) if an appeal of such determina-
4 tion is requested, for the 1-year period de-
5 scribed in subsection (d)(4)(D)”.

6 (2) FUNDING OF COST-SHARE PROGRAM.—Sec-
7 tion 47124(b)(3)(E) of title 49, United States Code,
8 is amended to read as follows:

9 “(E) FUNDING.—Amounts appropriated
10 pursuant to section 106(k)(1) may be used to
11 carry out this paragraph.”.

12 (3) CONSTRUCTION OF AIR TRAFFIC CONTROL
13 TOWERS.—

14 (A) GRANTS.—Section 47124(b)(4)(A) of
15 title 49, United States Code, is amended in
16 each of clauses (i)(III) and (ii)(III) by inserting
17 “, including remote air traffic control tower
18 equipment certified by the Federal Aviation Ad-
19 ministration” after “1996”.

20 (B) ELIGIBILITY.—Section 47124(b)(4)(B)
21 of title 49, United States Code, is amended to
22 read as follows:

23 “(B) ELIGIBILITY.—

24 “(i) BEFORE DATE OF TRANSFER.—
25 Before the date of transfer (as defined in

1 section 90101(a)), an airport sponsor shall
2 be eligible for a grant under this para-
3 graph only if—

4 “(I)(aa) the sponsor is a partici-
5 pant in the Federal Aviation Adminis-
6 tration contract tower program estab-
7 lished under subsection (a) and con-
8 tinued under paragraph (1) or the
9 pilot program established under para-
10 graph (3); or

11 “(bb) construction of a non-
12 approach control tower would qualify
13 the sponsor to be eligible to partici-
14 pate in such program;

15 “(II) the sponsor certifies that it
16 will pay not less than 10 percent of
17 the cost of the activities for which the
18 sponsor is receiving assistance under
19 this paragraph;

20 “(III) the Secretary affirmatively
21 accepts the proposed contract tower
22 into a contract tower program under
23 this section and certifies that the Sec-
24 retary will seek future appropriations
25 to pay the Federal Aviation Adminis-

1 tration’s cost of the contract to oper-
2 ate the tower to be constructed under
3 this paragraph;

4 “(IV) the sponsor certifies that it
5 will pay its share of the cost of the
6 contract to operate the tower to be
7 constructed under this paragraph; and

8 “(V) in the case of a tower to be
9 constructed under this paragraph
10 from amounts made available under
11 section 47114(d)(2) or
12 47114(d)(3)(B), the Secretary cer-
13 tifies that—

14 “(aa) the Federal Aviation
15 Administration has consulted the
16 State within the borders of which
17 the tower is to be constructed
18 and the State supports the con-
19 struction of the tower as part of
20 its State airport capital plan; and

21 “(bb) the selection of the
22 tower for funding is based on ob-
23 jective criteria.

24 “(ii) ON AND AFTER DATE OF TRANS-
25 FER.—On and after the date of transfer

1 (as defined in section 90101(a)), an air-
2 port sponsor shall be eligible for a grant
3 under this paragraph only if—

4 “(I) the Secretary determines
5 that the tower to be constructed at
6 the sponsor’s airport using the
7 amounts of the grant will be operated
8 pursuant to an agreement entered
9 into by the American Air Navigation
10 Services Corporation and an entity
11 pursuant to section 90302(c)(3);

12 “(II) the sponsor certifies that it
13 will pay not less than 10 percent of
14 the cost of the activities for which the
15 sponsor is receiving assistance under
16 this paragraph; and

17 “(III) in the case of a tower to
18 be constructed under this paragraph
19 from amounts made available under
20 section 47114(d)(2) or
21 47114(d)(3)(B), the Secretary cer-
22 tifies that—

23 “(aa) the Federal Aviation
24 Administration has consulted the
25 State within the borders of which

1 the tower is to be constructed
2 and the State supports the con-
3 struction of the tower as part of
4 its State airport capital plan; and
5 “(bb) the selection of the
6 tower for funding is based on ob-
7 jective criteria.”.

8 (C) LIMITATION ON FEDERAL SHARE.—
9 Section 47124(b)(4) of title 49, United States
10 Code, is amended by striking subparagraph (C).

11 (4) BENEFIT-TO-COST CALCULATION FOR PRO-
12 GRAM APPLICANTS.—Section 47124(b)(3) of title 49,
13 United States Code, is amended by adding at the
14 end the following:

15 “(G) BENEFIT-TO-COST CALCULATION.—
16 Not later than 90 days after receiving an appli-
17 cation to the Contract Tower Program, the Sec-
18 retary shall calculate a benefit-to-cost ratio (as
19 described in subsection (d)) for the applicable
20 air traffic control tower for purposes of select-
21 ing towers for participation in the Contract
22 Tower Program.”.

23 (b) SAFETY AUDITS.—Section 47124(e) of title 49,
24 United States Code, is amended—

1 (1) by striking “The Secretary” and inserting
2 the following:

3 “(1) BEFORE DATE OF TRANSFER.—Before the
4 date of transfer (as defined in section 90101(a)), the
5 Secretary”; and

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

7 “(2) ON AND AFTER DATE OF TRANSFER.—On
8 and after the date of transfer (as defined in section
9 90101(a)), oversight of air traffic control towers
10 that receive funding under this section shall be car-
11 ried out in accordance with performance-based regu-
12 lations and minimum safety standards prescribed
13 under section 90501.”.

14 (c) CRITERIA TO EVALUATE PARTICIPANTS.—Sec-
15 tion 47124 of title 49, United States Code, is amended
16 by adding at the end the following:

17 “(d) CRITERIA TO EVALUATE PARTICIPANTS.—

18 “(1) TIMING OF EVALUATIONS.—

19 “(A) TOWERS PARTICIPATING IN COST-
20 SHARE PROGRAM.—In the case of an air traffic
21 control tower that is operated under the pro-
22 gram established under subsection (b)(3), the
23 Secretary shall annually calculate a benefit-to-
24 cost ratio with respect to the tower.

1 “(B) TOWERS PARTICIPATING IN CON-
2 TRACT TOWER PROGRAM.—In the case of an air
3 traffic control tower that is operated under the
4 program established under subsection (a) and
5 continued under subsection (b)(1), the Sec-
6 retary shall not calculate a benefit-to-cost ratio
7 after the date of enactment of this subsection
8 with respect to the tower unless the Secretary
9 determines that the annual aircraft traffic at
10 the airport where the tower is located has de-
11 creased—

12 “(i) by more than 25 percent from the
13 previous year; or

14 “(ii) by more than 60 percent cumula-
15 tively in the preceding 3-year period.

16 “(2) COSTS TO BE CONSIDERED.—In estab-
17 lishing a benefit-to-cost ratio under this section with
18 respect to an air traffic control tower, the Secretary
19 shall consider only the following costs:

20 “(A) The Federal Aviation Administra-
21 tion’s actual cost of wages and benefits of per-
22 sonnel working at the tower.

23 “(B) The Federal Aviation Administra-
24 tion’s actual telecommunications costs directly
25 associated with the tower.

1 “(C) The Federal Aviation Administra-
2 tion’s costs of purchasing and installing any air
3 traffic control equipment that would not have
4 been purchased or installed except for the oper-
5 ation of the tower.

6 “(D) The Federal Aviation Administra-
7 tion’s actual travel costs associated with main-
8 taining air traffic control equipment that is
9 owned by the Administration and would not be
10 maintained except for the operation of the
11 tower.

12 “(3) OTHER CRITERIA TO BE CONSIDERED.—In
13 establishing a benefit-to-cost ratio under this section
14 with respect to an air traffic control tower, the Sec-
15 retary shall add a 10 percentage point margin of
16 error to the benefit-to-cost ratio determination to ac-
17 knowledge and account for the direct and indirect
18 economic and other benefits that are not included in
19 the criteria the Secretary used in calculating that
20 ratio.

21 “(4) REVIEW OF COST-BENEFIT DETERMINA-
22 TIONS.—In issuing a benefit-to-cost ratio determina-
23 tion under this section with respect to an air traffic
24 control tower located at an airport, the Secretary
25 shall implement the following procedures:

1 “(A) The Secretary shall provide the air-
2 port (or the State or local government having
3 jurisdiction over the airport) at least 90 days
4 following the date of receipt of the determina-
5 tion to submit to the Secretary a request for an
6 appeal of the determination, together with up-
7 dated or additional data in support of the ap-
8 peal.

9 “(B) Upon receipt of a request for an ap-
10 peal submitted pursuant to subparagraph (A),
11 the Secretary shall—

12 “(i) transmit to the Administrator of
13 the Federal Aviation Administration any
14 updated or additional data submitted in
15 support of the appeal; and

16 “(ii) provide the Administrator not
17 more than 90 days to review the data and
18 provide a response to the Secretary based
19 on the review.

20 “(C) After receiving a response from the
21 Administrator pursuant to subparagraph (B),
22 the Secretary shall—

23 “(i) provide the airport, State, or local
24 government that requested the appeal at
25 least 30 days to review the response; and

1 “(ii) withhold from taking further ac-
2 tion in connection with the appeal during
3 that 30-day period.

4 “(D) If, after completion of the appeal pro-
5 cedures with respect to the determination, the
6 Secretary requires the tower to transition into
7 the program established under subsection
8 (b)(3), the Secretary shall not require a cost-
9 share payment from the airport, State, or local
10 government for 1 year following the last day of
11 the 30-day period described in subparagraph
12 (C).”.

13 **SEC. 135. AIRPORT ACCESS ROADS IN REMOTE LOCATIONS.**

14 Notwithstanding section 47102 of title 49, United
15 States Code, for fiscal years 2017 through 2020, the defi-
16 nition of the term “terminal development” under that sec-
17 tion includes the development of an airport access road
18 that—

- 19 (1) is located in a noncontiguous State;
20 (2) is not more than 3 miles in length;
21 (3) connects to the nearest public roadways of
22 not more than the 2 closest census designated
23 places; and

1 (4) is constructed for the purpose of connecting
2 the census designated places with a planned or
3 newly constructed airport.

4 **SEC. 136. BUY AMERICA REQUIREMENTS.**

5 (a) NOTICE OF WAIVERS.—If the Secretary of Trans-
6 portation determines that it is necessary to waive the ap-
7 plication of section 50101(a) of title 49, United States
8 Code, based on a finding under section 50101(b) of that
9 title, the Secretary, at least 10 days before the date on
10 which the waiver takes effect, shall—

11 (1) make publicly available, in an easily identifi-
12 able location on the website of the Department of
13 Transportation, a detailed written justification of
14 the waiver determination; and

15 (2) provide an informal public notice and com-
16 ment opportunity on the waiver determination.

17 (b) ANNUAL REPORT.—For each fiscal year, the Sec-
18 retary shall submit to the Committee on Transportation
19 and Infrastructure of the House of Representatives and
20 the Committee on Commerce, Science, and Transportation
21 of the Senate a report on waivers issued under section
22 50101 of title 49, United States Code, during the fiscal
23 year.

1 **Subtitle D—Airport Noise and**
2 **Environmental Streamlining**

3 **SEC. 151. RECYCLING PLANS FOR AIRPORTS.**

4 Section 47106(a)(6) of title 49, United States Code,
5 is amended by inserting “that includes the project” before
6 “, the master plan”.

7 **SEC. 152. PILOT PROGRAM SUNSET.**

8 (a) IN GENERAL.—Section 47140 of title 49, United
9 States Code, is repealed.

10 (b) CONFORMING AMENDMENT.—Section 47140a of
11 title 49, United States Code, is redesignated as section
12 47140.

13 (c) CLERICAL AMENDMENTS.—The analysis for
14 chapter 471 of title 49, United States Code, is amended—

15 (1) by striking the items relating to sections
16 47140 and 47140a; and

17 (2) by inserting after the item relating to sec-
18 tion 47139 the following:

“47140. Increasing the energy efficiency of airport power sources.”.

19 **SEC. 153. EXTENSION OF GRANT AUTHORITY FOR COMPAT-**
20 **IBLE LAND USE PLANNING AND PROJECTS**
21 **BY STATE AND LOCAL GOVERNMENTS.**

22 Section 47141(f) of title 49, United States Code, is
23 amended by striking “September 30, 2017” and inserting
24 “September 30, 2023”.

1 **SEC. 154. UPDATING AIRPORT NOISE EXPOSURE MAPS.**

2 Section 47503(b) of title 49, United States Code, is
3 amended to read as follows:

4 “(b) REVISED MAPS.—

5 “(1) IN GENERAL.—An airport operator that
6 submitted a noise exposure map under subsection
7 (a) shall submit a revised map to the Secretary if,
8 in an area surrounding an airport, a change in the
9 operation of the airport would establish a substantial
10 new noncompatible use, or would significantly reduce
11 noise over existing noncompatible uses, that is not
12 reflected in either the existing conditions map or
13 forecast map currently on file with the Federal Avia-
14 tion Administration.

15 “(2) TIMING.—A submission under paragraph
16 (1) shall be required only if the relevant change in
17 the operation of the airport occurs during—

18 “(A) the forecast period of the applicable
19 noise exposure map submitted by an airport op-
20 erator under subsection (a); or

21 “(B) the implementation period of the air-
22 port operator’s noise compatibility program.”.

23 **SEC. 155. STAGE 3 AIRCRAFT STUDY.**

24 (a) STUDY.—Not later than 180 days after the date
25 of enactment of this Act, the Comptroller General of the
26 United States shall initiate a review of the potential bene-

1 fits, costs, and other impacts that would result from a
2 phaseout of covered stage 3 aircraft.

3 (b) CONTENTS.—The review shall include—

4 (1) a determination of the number, types, fre-
5 quency of operations, and owners and operators of
6 covered stage 3 aircraft;

7 (2) an analysis of the potential benefits, costs,
8 and other impacts to air carriers, general aviation
9 operators, airports, communities surrounding air-
10 ports, and the general public associated with phasing
11 out or reducing the operations of covered stage 3
12 aircraft, assuming such a phaseout or reduction is
13 put into effect over a reasonable period of time;

14 (3) a determination of lessons learned from the
15 phaseout of stage 2 aircraft that might be applicable
16 to a phaseout or reduction in the operations of cov-
17 ered stage 3 aircraft, including comparisons between
18 the benefits, costs, and other impacts associated
19 with the phaseout of stage 2 aircraft and the poten-
20 tial benefits, costs, and other impacts determined
21 under paragraph (2);

22 (4) a determination of the costs and logistical
23 challenges associated with recertifying stage 3 air-
24 craft capable of meeting stage 4 noise levels; and

1 (5) a determination of stakeholder views on the
2 feasibility and desirability of phasing out covered
3 stage 3 aircraft, including the views of—

4 (A) air carriers;

5 (B) airports;

6 (C) communities surrounding airports;

7 (D) aircraft and avionics manufacturers;

8 (E) operators of covered stage 3 aircraft
9 other than air carriers; and

10 (F) such other stakeholders and aviation
11 experts as the Comptroller General considers
12 appropriate.

13 (c) REPORT.—Not later than 18 months after the
14 date of enactment of this Act, the Comptroller General
15 shall submit to the Committee on Transportation and In-
16 frastructure of the House of Representatives and the Com-
17 mittee on Commerce, Science, and Transportation of the
18 Senate a report on the results of the review.

19 (d) COVERED STAGE 3 AIRCRAFT DEFINED.—In this
20 section, the term “covered stage 3 aircraft” means an air-
21 craft weighing more than 75,000 pounds that is not capa-
22 ble of meeting the stage 4 noise levels in part 36 of title
23 14, Code of Federal Regulations.

1 **SEC. 156. ADDRESSING COMMUNITY NOISE CONCERNS.**

2 When proposing a new area navigation departure pro-
3 cedure, or amending an existing procedure that would di-
4 rect aircraft between the surface and 6,000 feet above
5 ground level over noise sensitive areas, the Administrator
6 of the Federal Aviation Administration shall consider the
7 feasibility of dispersal headings or other lateral track vari-
8 ations to address community noise concerns, if—

9 (1) the affected airport operator, in consulta-
10 tion with the affected community, submits a request
11 to the Administrator for such a consideration;

12 (2) the airport operator's request would not, in
13 the judgment of the Administrator, conflict with the
14 safe and efficient operation of the national airspace
15 system; and

16 (3) the effect of a modified departure procedure
17 would not significantly increase noise over noise sen-
18 sitive areas, as determined by the Administrator.

19 **SEC. 157. STUDY ON POTENTIAL HEALTH IMPACTS OF**
20 **OVERFLIGHT NOISE.**

21 (a) IN GENERAL.—Not later than 180 days after the
22 date of enactment of this Act, the Administrator of the
23 Federal Aviation Administration shall enter into an agree-
24 ment with an eligible institution of higher education to
25 conduct a study on the health impacts of noise from air-

1 craft flights on residents exposed to a range of noise levels
2 from such flights.

3 (b) SCOPE OF STUDY.—The study shall—

4 (1) include an examination of the incremental
5 health impacts attributable to noise exposure that
6 result from aircraft flights, including sleep disturb-
7 ance and elevated blood pressure;

8 (2) be focused on residents in the metropolitan
9 area of—

10 (A) Boston;

11 (B) Chicago;

12 (C) the District of Columbia;

13 (D) New York;

14 (E) the Northern California Metroplex;

15 (F) Phoenix;

16 (G) the Southern California Metroplex; or

17 (H) such other area as may be identified
18 by the Administrator;

19 (3) consider, in particular, the incremental
20 health impacts on residents living partly or wholly
21 underneath flight paths most frequently used by air-
22 craft flying at an altitude lower than 10,000 feet, in-
23 cluding during takeoff or landing; and

24 (4) include an assessment of the relationship
25 between a perceived increase in aircraft noise, in-

1 including as a result of a change in flight paths that
2 increases the visibility of aircraft from a certain lo-
3 cation, and an actual increase in aircraft noise, par-
4 ticularly in areas with high or variable levels of non-
5 aircraft-related ambient noise.

6 (c) ELIGIBILITY.—An institution of higher education
7 is eligible to conduct the study if the institution—

8 (1) has—

9 (A) a school of public health that has par-
10 ticipated in the Center of Excellence for Air-
11 craft Noise and Aviation Emissions Mitigation
12 of the Federal Aviation Administration; or

13 (B) a center for environmental health that
14 receives funding from the National Institute of
15 Environmental Health Sciences;

16 (2) is located in one of the areas identified in
17 subsection (b);

18 (3) applies to the Administrator in a timely
19 fashion;

20 (4) demonstrates to the satisfaction of the Ad-
21 ministrator that the institution is qualified to con-
22 duct the study;

23 (5) agrees to submit to the Administrator, not
24 later than 3 years after entering into an agreement

1 under subsection (a), the results of the study, in-
2 cluding any source materials used; and

3 (6) meets such other requirements as the Ad-
4 ministrator determines necessary.

5 (d) REPORT.—Not later than 90 days after the Ad-
6 ministrator receives the results of the study, the Adminis-
7 trator shall submit to the Committee on Transportation
8 and Infrastructure of the House of Representatives and
9 the Committee on Commerce, Science, and Transportation
10 of the Senate a report containing the results.

11 **SEC. 158. ENVIRONMENTAL MITIGATION PILOT PROGRAM.**

12 (a) IN GENERAL.—The Secretary of Transportation
13 shall carry out a pilot program involving not more than
14 6 projects at public-use airports in accordance with this
15 section.

16 (b) GRANTS.—In carrying out the program, the Sec-
17 retary may make grants to sponsors of public-use airports
18 from funds apportioned under section 47117(e)(1)(A) of
19 title 49, United States Code.

20 (c) USE OF FUNDS.—Amounts from a grant received
21 by the sponsor of a public-use airport under the program
22 shall be used for environmental mitigation projects that
23 will measurably reduce or mitigate aviation impacts on
24 noise, air quality, or water quality at the airport or within
25 5 miles of the airport.

1 (d) ELIGIBILITY.—Notwithstanding any other provi-
2 sion of chapter 471 of title 49, United States Code, an
3 environmental mitigation project approved under this sec-
4 tion shall be treated as eligible for assistance under that
5 chapter.

6 (e) SELECTION CRITERIA.—In selecting from among
7 applicants for participation in the program, the Secretary
8 may give priority consideration to projects that—

9 (1) will achieve the greatest reductions in air-
10 craft noise, airport emissions, or airport water qual-
11 ity impacts either on an absolute basis or on a per
12 dollar of funds expended basis; and

13 (2) will be implemented by an eligible consor-
14 tium.

15 (f) FEDERAL SHARE.—The Federal share of the cost
16 of a project carried out under the program shall be 50
17 percent.

18 (g) MAXIMUM AMOUNT.—Not more than \$2,500,000
19 may be made available by the Secretary in grants under
20 the program for any single project.

21 (h) IDENTIFYING BEST PRACTICES.—The Secretary
22 may establish and publish information identifying best
23 practices for reducing or mitigating aviation impacts on
24 noise, air quality, and water quality at airports or in the

1 vicinity of airports based on the projects carried out under
2 the program.

3 (i) SUNSET.—The program shall terminate 5 years
4 after the Secretary makes the first grant under the pro-
5 gram.

6 (j) DEFINITIONS.—In this section, the following defi-
7 nitions apply:

8 (1) ELIGIBLE CONSORTIUM.—The term “eligi-
9 ble consortium” means a consortium that is com-
10 prised of 2 or more of the following entities:

11 (A) Businesses incorporated in the United
12 States.

13 (B) Public or private educational or re-
14 search organizations located in the United
15 States.

16 (C) Entities of State or local governments
17 in the United States.

18 (D) Federal laboratories.

19 (2) ENVIRONMENTAL MITIGATION PROJECT.—
20 The term “environmental mitigation project” means
21 a project that—

22 (A) introduces new environmental mitiga-
23 tion techniques or technologies that have been
24 proven in laboratory demonstrations;

1 (B) proposes methods for efficient adapta-
2 tion or integration of new concepts into airport
3 operations; and

4 (C) will demonstrate whether new tech-
5 niques or technologies for environmental mitiga-
6 tion are—

7 (i) practical to implement at or near
8 multiple public-use airports; and

9 (ii) capable of reducing noise, airport
10 emissions, or water quality impacts in
11 measurably significant amounts.

12 **SEC. 159. AIRCRAFT NOISE EXPOSURE.**

13 (a) REVIEW.—The Administrator of the Federal
14 Aviation Administration shall conduct a review of the rela-
15 tionship between aircraft noise exposure and its effects on
16 communities around airports.

17 (b) REPORT.—

18 (1) IN GENERAL.—Not later than 2 years after
19 the date of enactment of this Act, the Administrator
20 shall submit to Congress a report containing the re-
21 sults of the review.

22 (2) PRELIMINARY RECOMMENDATIONS.—The
23 report shall contain such preliminary recommenda-
24 tions as the Administrator determines appropriate
25 for revising the land use compatibility guidelines in

1 part 150 of title 14, Code of Federal Regulations,
2 based on the results of the review and in coordina-
3 tion with other agencies.

4 **SEC. 160. COMMUNITY INVOLVEMENT IN FAA NEXTGEN**
5 **PROJECTS LOCATED IN METROPLEXES.**

6 (a) **COMMUNITY INVOLVEMENT POLICY.**—Not later
7 than 180 days after the date of enactment of this Act,
8 the Administrator of the Federal Aviation Administration
9 shall complete a review of the Federal Aviation Adminis-
10 tration’s community involvement practices for Next Gen-
11 eration Air Transportation System (NextGen) projects lo-
12 cated in metroplexes identified by the Administration. The
13 review shall include, at a minimum, a determination of
14 how and when to engage airports and communities in per-
15 formance-based navigation proposals.

16 (b) **REPORT.**—Not later than 60 days after comple-
17 tion of the review, the Administrator shall submit to the
18 Committee on Transportation and Infrastructure of the
19 House of Representatives and the Committee on Com-
20 merce, Science, and Transportation of the Senate a report
21 on—

22 (1) how the Administration will improve com-
23 munity involvement practices for NextGen projects
24 located in metroplexes;

1 (2) how and when the Administration will en-
2 gage airports and communities in performance-based
3 navigation proposals; and

4 (3) lessons learned from NextGen projects and
5 pilot programs and how those lessons learned are
6 being integrated into community involvement prac-
7 tices for future NextGen projects located in
8 metroplexes.

9 **SEC. 161. CRITICAL HABITAT ON OR NEAR AIRPORT PROP-**
10 **ERTY.**

11 (a) **FEDERAL AGENCY REQUIREMENTS.**—The Sec-
12 retary of Transportation, to the maximum extent prac-
13 ticable, shall work with the heads of appropriate Federal
14 agencies to ensure that designations of critical habitat, as
15 that term is defined in section 3 of the Endangered Spe-
16 cies Act of 1973 (16 U.S.C. 1532), on or near airport
17 property do not—

18 (1) result in conflicting statutory, regulatory, or
19 Federal grant assurance requirements for airports or
20 aircraft operators;

21 (2) interfere with the safe operation of aircraft;
22 or

23 (3) occur on airport-owned lands that have be-
24 come attractive habitat for a threatened or endan-
25 gered species because such lands—

1 (A) have been prepared for future develop-
2 ment;

3 (B) have been designated as noise buffer
4 land; or

5 (C) are held by the airport to prevent en-
6 croachment of uses that are incompatible with
7 airport operations.

8 (b) STATE REQUIREMENTS.—In a State where a
9 State agency is authorized to designate land on or near
10 airport property for the conservation of a threatened or
11 endangered species in the State, the Secretary, to the
12 maximum extent practicable, shall work with the State in
13 the same manner as the Secretary works with the heads
14 of Federal agencies under subsection (a).

15 **SEC. 162. CLARIFICATION OF REIMBURSABLE ALLOWED**
16 **COSTS OF FAA MEMORANDA OF AGREEMENT.**

17 Section 47504(c)(2) of title 49, United States Code,
18 is amended—

19 (1) in subparagraph (D) by striking “and” at
20 the end;

21 (2) in subparagraph (E) by striking the period
22 at the end and inserting “; and”; and

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

24 “(F) to an airport operator of a congested air-
25 port (as defined in section 47175) and a unit of

1 local government referred to in paragraph (1)(B) to
2 carry out a project to mitigate noise, if the project—

3 “(i) consists of—

4 “(I) replacement windows, doors, and
5 the installation of through-the-wall air-con-
6 ditioning units; or

7 “(II) a contribution of the equivalent
8 costs to be used for reconstruction, if re-
9 construction is the preferred local solution;
10 “(ii) is located at a school near the airport;

11 and

12 “(iii) is included in a memorandum of
13 agreement entered into before September 30,
14 2002, even if the airport has not met the re-
15 quirements of part 150 of title 14, Code of Fed-
16 eral Regulations, and only if the financial limi-
17 tations of the memorandum are applied.”.

18 **TITLE II—AMERICAN AIR NAVI-**
19 **GATION SERVICES CORPORA-**
20 **TION**

21 **SEC. 201. PURPOSES.**

22 It is declared to be the purpose of Congress in this
23 title to transfer operation of air traffic services currently
24 provided by the Federal Aviation Administration to a sep-
25 arate not-for-profit corporate entity to provide for the

1 more efficient operation and improvement of air traffic
2 services.

3 **Subtitle A—Establishment of Air**
4 **Traffic Services Provider**

5 **SEC. 211. AMERICAN AIR NAVIGATION SERVICES CORPORA-**
6 **TION.**

7 (a) IN GENERAL.—Title 49, United States Code, is
8 amended by adding at the end the following:

9 **“Subtitle XI—American Air**
10 **Navigation Services Corporation**

“Chapter	Sec.
“901. General Provisions	90101
“903. Establishment of Air Traffic Services Provider; Transfer of Air Traffic Services	90301
“905. Regulation of Air Traffic Services Provider	90501
“907. General Rights of Access to Airspace, Airports, and Air Traffic Services Vital for Ensuring Safe Operations for All Users	90701
“909. Continuity of Air Traffic Services to Department of Defense and Other Public Agencies	90901
“911. Employee Management	91101
“913. Other Matters	91301
“915. Congressional Oversight of Air Traffic Services Provider	91501

11 **“CHAPTER 901—GENERAL PROVISIONS**

“Sec.
“90101. Definitions.

12 **“§ 90101. Definitions**

13 “(a) IN GENERAL.—In this subtitle, the following
14 definitions apply:

15 “(1) ADMINISTRATOR.—The term ‘Adminis-
16 trator’ means the Administrator of the FAA.

1 “(2) AIR TRAFFIC SERVICES.—The term ‘air
2 traffic services’ means services—

3 “(A) used for the monitoring, directing,
4 control, and guidance of aircraft or flows of air-
5 craft and for the safe conduct of flight, includ-
6 ing communications, navigation, and surveil-
7 lance services and provision of aeronautical in-
8 formation; and

9 “(B) provided directly, or contracted for,
10 by the FAA before the date of transfer.

11 “(3) AIR TRAFFIC SERVICES USER.—The term
12 ‘air traffic services user’ means any individual or en-
13 tity using air traffic services provided by the Cor-
14 poration within United States airspace or inter-
15 national airspace delegated to the United States.

16 “(4) BOARD.—The term ‘Board’ means the
17 Board of Directors of the Corporation.

18 “(5) CEO.—The term ‘CEO’ means the Chief
19 Executive Officer of the Corporation.

20 “(6) CHARGE; FEE.—The terms ‘charge’ and
21 ‘fee’ mean any rate, charge, fee, or other service
22 charge for the use of air traffic services.

23 “(7) CORPORATION.—The term ‘Corporation’
24 means the American Air Navigation Services Cor-
25 poration established under this subtitle.

1 “(8) DATE OF TRANSFER.—The term ‘date of
2 transfer’ means the date on which the Corporation
3 assumes operational control of air traffic services
4 from the FAA pursuant to this subtitle, which shall
5 be October 1, 2020.

6 “(9) DIRECTOR.—The term ‘Director’ means a
7 Director of the Board.

8 “(10) FAA.—The term ‘FAA’ means the Fed-
9 eral Aviation Administration.

10 “(11) INTERIM CEO.—The term ‘Interim CEO’
11 means the Interim Chief Executive Officer of the
12 Corporation.

13 “(12) REGIONAL AIR CARRIER.—The term ‘re-
14 gional air carrier’ means an air carrier operating
15 under part 121 of title 14, Code of Federal Regula-
16 tions, that—

17 “(A) exclusively or primarily operates air-
18 craft with a seating capacity of 76 seats or
19 fewer; and

20 “(B) is not majority owned or controlled
21 by any other air carrier or air carrier holding
22 company.

23 “(13) SECRETARY.—The term ‘Secretary’
24 means the Secretary of Transportation.

1 “(b) APPLICABILITY OF OTHER DEFINITIONS.—Ex-
 2 cept with respect to the terms specifically defined in this
 3 subtitle, the definitions contained in section 40102(a) shall
 4 apply to the terms used in this subtitle.

5 **“CHAPTER 903—ESTABLISHMENT OF AIR**
 6 **TRAFFIC SERVICES PROVIDER;**
 7 **TRANSFER OF AIR TRAFFIC SERVICES**

“Sec.

“90301. Establishment of Corporation.

“90302. Transfer of air traffic services.

“90303. Role of Secretary in transferring air traffic services to Corporation.

“90304. Status and applicable laws.

“90305. Nomination Panels for Board.

“90306. Board of Directors.

“90307. Fiduciary duties and qualifications of Directors.

“90308. Bylaws and duties.

“90309. Committees of Board; independent auditors.

“90310. Advisory Board.

“90311. Officers and their responsibilities.

“90312. Authority of Corporation.

“90313. Charges and fees for air traffic services.

“90314. Preemption of authority over air traffic services.

“90315. Actions by and against Corporation.

“90316. Transfer of Federal personnel to Corporation.

“90317. Transfer of facilities to Corporation.

“90318. Approval of transferred air navigation facilities and other equipment.

“90319. Use of spectrum systems and data.

“90320. Transition plan.

8 **“§ 90301. Establishment of Corporation**

9 “(a) FEDERAL CHARTER.—There is established a
 10 federally chartered, not-for-profit corporation to be known
 11 as the ‘American Air Navigation Services Corporation’,
 12 which shall be incorporated in a State of its choosing.

13 “(b) CORPORATION NAME.—

14 “(1) IN GENERAL.—The Corporation may con-
 15 duct its business and affairs, and otherwise hold

1 itself out, as the ‘American Air Navigation Services
2 Corporation’ in any jurisdiction.

3 “(2) EXCLUSIVE RIGHT.—The Corporation
4 shall have the exclusive right to use the name
5 ‘American Air Navigation Services Corporation’.

6 “(3) ALTERNATIVE NAME.—The Corporation
7 may do business under a name other than the
8 ‘American Air Navigation Services Corporation’ at
9 its choosing.

10 **“§ 90302. Transfer of air traffic services**

11 “(a) IN GENERAL.—The Secretary shall transfer
12 operational control over air traffic services within United
13 States airspace and international airspace delegated to the
14 United States to the Corporation on the date of transfer
15 in a systematic and orderly manner that ensures con-
16 tinuity of safe air traffic services.

17 “(b) MANAGEMENT AND OPERATION OF AIR TRAF-
18 FIC SERVICES.—Subject to section 90501, including the
19 performance-based regulations and minimum safety stand-
20 ards prescribed under that section, the Corporation may
21 establish and carry out plans for the management and op-
22 eration of air traffic services within United States airspace
23 and international airspace delegated to the United States.

24 “(c) ENTITIES AUTHORIZED TO PROVIDE AIR TRAF-
25 FIC SERVICES AFTER DATE OF TRANSFER.—After the

1 date of transfer, no entity, other than the Corporation,
2 is authorized or permitted to provide air traffic services
3 within United States airspace or international airspace
4 delegated to the United States, except for—

5 “(1) the Department of Defense, as authorized
6 by chapter 909;

7 “(2) entities to which the United States has
8 delegated certain air traffic services responsibilities;

9 “(3) entities with which the Corporation has
10 contracted for the provision of air traffic services;
11 and

12 “(4) entities authorized to operate an un-
13 manned aircraft traffic management system or serv-
14 ice pursuant to section 45506 or 45507.

15 **“§ 90303. Role of Secretary in transferring air traffic**
16 **services to Corporation**

17 “(a) IN GENERAL.—As appropriate, and except as
18 otherwise provided, the Secretary shall manage and exe-
19 cute the transfer of operational control over air traffic
20 services pursuant to section 90302(a) and any related
21 transition processes and procedures.

22 “(b) NONDELEGATION.—Except as otherwise pro-
23 vided, the Secretary may not delegate any of the authority
24 or requirements under this subtitle to the Administrator.

1 **“§ 90304. Status and applicable laws**

2 “(a) NON-FEDERAL ENTITY.—The Corporation is
3 not a department, agency, or instrumentality of the
4 United States Government, and is not subject to title 31.

5 “(b) LIABILITY.—The United States Government
6 shall not be liable for the actions or inactions of the Cor-
7 poration.

8 “(c) NOT-FOR-PROFIT CORPORATION.—The Cor-
9 poration shall maintain its status as a not-for-profit cor-
10 poration exempt from taxation under the Internal Revenue
11 Code of 1986.

12 “(d) NO FEDERAL GUARANTEE.—Any debt assumed
13 by the Corporation shall not have an implied or explicit
14 Federal guarantee.

15 **“§ 90305. Nomination Panels for Board**

16 “(a) IN GENERAL.—The Nomination Panels de-
17 scribed in subsection (b) shall be responsible for nomi-
18 nating individuals to serve as Directors pursuant to sec-
19 tion 90306.

20 “(b) NOMINATION PANELS.—The Nomination Panels
21 shall be as follows:

22 “(1) PASSENGER AIR CARRIER NOMINATION
23 PANEL.—A Passenger Air Carrier Nomination Panel
24 composed of passenger air carrier representatives,
25 with each air carrier with more than 30,000,000 an-

1 nual passenger enplanements designating 1 rep-
2 resentative to the Panel.

3 “(2) CARGO AIR CARRIER NOMINATION
4 PANEL.—A Cargo Air Carrier Nomination Panel
5 composed of cargo air carrier representatives, with
6 each all-cargo air carrier with more than 1,000,000
7 total annual enplaned cargo revenue tons desig-
8 nating 1 representative to the Panel.

9 “(3) REGIONAL AIR CARRIER NOMINATION
10 PANEL.—A Regional Air Carrier Nomination Panel
11 composed of regional air carrier representatives,
12 with each of the 3 largest regional air carriers, as
13 measured by annual passenger enplanements, desig-
14 nating 1 representative to the Panel.

15 “(4) GENERAL AVIATION NOMINATION
16 PANEL.—A General Aviation Nomination Panel com-
17 posed of 6 representatives designated by the prin-
18 cipal organization representing noncommercial own-
19 ers and recreational operators of general aviation
20 aircraft.

21 “(5) BUSINESS AVIATION NOMINATION
22 PANEL.—A Business Aviation Nomination Panel
23 composed of—

24 “(A) 2 representatives designated by the
25 principal organization representing owners, op-

1 erators, and users of general aviation aircraft
2 used exclusively in furtherance of business en-
3 terprises;

4 “(B) 2 representatives designated by the
5 principal organization representing aviation-re-
6 lated businesses, including fixed-base operators;
7 and

8 “(C) 2 representatives designated by the
9 principal organization representing aerospace
10 manufacturers of general aviation aircraft and
11 equipment.

12 “(6) AIR TRAFFIC CONTROLLER NOMINATION
13 PANEL.—An Air Traffic Controller Nomination
14 Panel composed of 6 representatives designated by
15 the largest organization engaged in collective bar-
16 gaining on behalf of air traffic controllers employed
17 by the Corporation.

18 “(7) AIRPORT NOMINATION PANEL.—An Air-
19 port Nomination Panel composed of—

20 “(A) 3 representatives designated by the
21 principal organization representing commercial
22 service airports; and

23 “(B) 3 representatives designated by the
24 principal organization representing airport ex-
25 ecutives.

1 “(8) COMMERCIAL PILOT NOMINATION
2 PANEL.—A Commercial Pilot Nomination Panel
3 composed of commercial pilot representatives, with
4 each organization engaged in collective bargaining
5 on behalf of air carrier pilots with more than 5,000
6 members designating 1 member to the Panel.

7 “(c) DETERMINATION OF ENTITIES.—

8 “(1) BEFORE DATE OF TRANSFER.—Before the
9 date of transfer, and not later than 30 days after
10 the date of enactment of this subtitle, the Secretary
11 shall determine the entities referred to in subsection
12 (b).

13 “(2) AFTER DATE OF TRANSFER.—On and
14 after the date of transfer, the Board shall determine
15 the entities referred to in subsection (b), in accord-
16 ance with the bylaws of the Corporation.

17 “(3) STATISTICS.—In determining annual sta-
18 tistics for purposes of this subsection, the Secretary
19 and the Board shall utilize data published by the
20 Department of Transportation for the most recent
21 calendar year.

22 “(4) LIMITATIONS.—

23 “(A) SINGLE DESIGNATION.—No entity de-
24 termined under this subsection may designate a

1 representative to more than 1 Nomination
2 Panel.

3 “(B) CARRIERS OWNED OR CONTROLLED
4 BY SAME HOLDING COMPANY.—If 2 or more air
5 carriers determined under this subsection are
6 owned or controlled by the same holding com-
7 pany, only 1 of those air carriers may designate
8 a representative to a Nomination Panel.

9 “(d) TERMS.—An individual on a Nomination Panel
10 shall serve at the pleasure of the entity that the individual
11 is representing.

12 “(e) QUALIFICATIONS.—Only an individual who is a
13 citizen of the United States may be designated to a Nomi-
14 nation Panel.

15 “(f) PROHIBITIONS.—An individual may not serve on
16 a Nomination Panel if the individual is—

17 “(1) an officer or employee of the Corporation;

18 “(2) a Member of Congress or an elected offi-
19 cial serving in a State, local, or Tribal government;
20 or

21 “(3) an officer or employee of the Federal Gov-
22 ernment or any State, local, or Tribal government.

23 “(g) LARGEST ORGANIZATION ENGAGED IN COLLEC-
24 TIVE BARGAINING ON BEHALF OF AIR TRAFFIC CON-
25 TROLLERS EMPLOYED BY THE CORPORATION DE-

1 FINED.—Before the date of transfer, in this section, the
2 term ‘largest organization engaged in collective bargaining
3 on behalf of air traffic controllers employed by the Cor-
4 poration’ means the largest organization engaged in collec-
5 tive bargaining on behalf of air traffic controllers em-
6 ployed by the FAA.

7 **“§ 90306. Board of Directors**

8 “(a) AUTHORITY.—The powers of the Corporation
9 shall be vested in a Board of Directors that governs the
10 Corporation.

11 “(b) COMPOSITION OF BOARD.—The Board shall be
12 composed of the following Directors:

13 “(1) The CEO.

14 “(2) 2 Directors appointed by the Secretary.

15 “(3) 1 Director nominated by the Passenger Air
16 Carrier Nomination Panel.

17 “(4) 1 Director nominated by the Cargo Air
18 Carrier Nomination Panel.

19 “(5) 1 Director nominated by the Regional Air
20 Carrier Nomination Panel.

21 “(6) 1 Director nominated by the General Avia-
22 tion Nomination Panel.

23 “(7) 1 Director nominated by the Business
24 Aviation Nomination Panel.

1 “(8) 1 Director nominated by the Air Traffic
2 Controller Nomination Panel.

3 “(9) 1 Director nominated by the Airport Nom-
4 ination Panel.

5 “(10) 1 Director nominated by the Commercial
6 Pilot Nomination Panel.

7 “(11) 2 Directors nominated and selected by
8 the other Directors.

9 “(c) NOMINATIONS AND APPOINTMENTS.—

10 “(1) PRIOR TO DATE OF TRANSFER.—

11 “(A) SUBMISSION OF NOMINATION
12 LISTS.—Before the date of transfer, and not
13 later than 60 days after the date of enactment
14 of this subtitle, each Nomination Panel shall
15 submit to the Secretary a list, chosen by con-
16 sensus, of 4 individuals nominated to be Direc-
17 tors.

18 “(B) APPOINTMENT AND SELECTION.—

19 Not later than 30 days after the date on which
20 the last nomination list is submitted under sub-
21 paragraph (A), the Secretary shall—

22 “(i) appoint 2 individuals to be Direc-
23 tors under subsection (b)(2); and

1 “(ii) select, pursuant to subsection
2 (b), the appropriate number of individuals
3 to be Directors from each nomination list.

4 “(C) RESUBMISSION.—A Nomination
5 Panel shall resubmit a list submitted under
6 subparagraph (A), not later than 15 days after
7 notification by the Secretary of the need to re-
8 submit the list, if the Secretary determines that
9 an individual on the list is—

10 “(i) not qualified to serve as a Direc-
11 tor under section 90307; or

12 “(ii) otherwise not fit to serve as a
13 Director.

14 “(D) AT-LARGE DIRECTORS.—Not later
15 than 30 days after the Secretary appoints and
16 selects the Directors pursuant to subparagraph
17 (B), the Board shall nominate and select the
18 additional Directors under subsection (b)(11)
19 by a two-thirds vote.

20 “(2) AFTER DATE OF TRANSFER.—

21 “(A) NOMINATION.—As appropriate, a
22 Nomination Panel shall submit to the Board a
23 list, chosen by consensus, of 4 individuals nomi-
24 nated to be Directors.

1 “(B) SELECTION.—The Board shall select,
2 pursuant to subsection (b), the appropriate
3 number of individuals to be Directors from a
4 list submitted by a Nomination Panel.

5 “(C) RESUBMISSION.—A Nomination
6 Panel shall resubmit a list submitted under
7 subparagraph (A), not later than 15 days after
8 notification by the Board of the need to resub-
9 mit the list, if the Board determines that more
10 than 1 individual on the list is—

11 “(i) not qualified to serve as a Direc-
12 tor under section 90307; or

13 “(ii) otherwise not fit to serve as a
14 Director.

15 “(D) AT-LARGE DIRECTORS.—The Board
16 shall nominate and select Directors under sub-
17 section (b)(11) in accordance with the bylaws of
18 the Corporation.

19 “(E) APPOINTED DIRECTORS.—None of
20 the Directors appointed by the Secretary under
21 subsection (b)(2) shall be subject to approval by
22 the Board.

23 “(d) CHAIRPERSON.—The Chairperson of the Board
24 shall—

1 “(1) be selected from among the Directors
2 (other than the CEO) by a majority vote of the Di-
3 rectors; and

4 “(2) subject to subsection (e), serve until re-
5 placed by a majority vote of the Directors.

6 “(e) TERMS.—

7 “(1) INITIAL TERMS.—The term of each Direc-
8 tor appointed, or nominated and selected, before the
9 date of transfer (other than the CEO) shall expire
10 on the date that is 2 years after the date of transfer.

11 “(2) SUBSEQUENT TERMS.—The term of each
12 Director appointed, or nominated and selected, on or
13 after the date of transfer (other than the CEO) shall
14 be 4 years, except as provided by paragraph (3).

15 “(3) STAGGERING.—The Board shall stagger
16 the duration of the terms of the initial Directors ap-
17 pointed, or nominated and selected, after the date of
18 transfer to promote the stability of the Board.

19 “(4) TERM LIMIT.—Except as provided by sub-
20 section (f)(3), a Director may not serve on the
21 Board for more than 8 years.

22 “(f) VACANCIES.—

23 “(1) BEFORE DATE OF TRANSFER.—Before the
24 date of transfer, a vacancy on the Board shall be

1 filled in the manner in which the original appoint-
2 ment or selection was made.

3 “(2) AFTER DATE OF TRANSFER.—After the
4 date of transfer, a vacancy on the Board shall be
5 filled in the manner in which the original appoint-
6 ment was made (in the case of Directors appointed
7 under subsection (b)(2)) or in the manner described
8 under subsection (c)(2) (in the case of Directors
9 nominated by Nomination Panels or the Board).

10 “(3) SERVICE UNTIL SUCCESSOR TAKES OF-
11 FICE.—A Director may serve after the expiration of
12 the Director’s term until a successor has been ap-
13 pointed or nominated and selected.

14 “(g) MEETINGS AND QUORUM.—

15 “(1) MEETINGS.—

16 “(A) IN GENERAL.—The Board shall meet
17 at the call of the Chairperson (or as otherwise
18 provided in the bylaws) and, at a minimum, on
19 a quarterly basis.

20 “(B) INITIAL MEETING.—Not later than
21 90 days after the date of enactment of this sub-
22 title, the Board shall hold its initial meeting.

23 “(C) IN-PERSON MEETING.—At least 1
24 meeting of the Board each year shall be con-
25 ducted in person.

1 “(2) QUORUM.—A quorum of the Board, con-
2 sisting of a majority of the Directors then in office,
3 shall be required to conduct any business of the
4 Board.

5 “(3) APPROVAL OF BOARD ACTIONS.—Except
6 as otherwise provided, the threshold for approving
7 Board actions shall be as set forth in the bylaws.

8 “(h) REMOVAL OF DIRECTORS.—A Director may be
9 removed in accordance with section 90307(c) and the by-
10 laws of the Corporation.

11 **“§ 90307. Fiduciary duties and qualifications of Direc-**
12 **tors**

13 “(a) FIDUCIARY DUTIES.—The fiduciary duties of a
14 Director shall be solely and exclusively to the Corporation.

15 “(b) QUALIFICATIONS.—

16 “(1) IN GENERAL.—Only a citizen of the
17 United States may be appointed or nominated as a
18 Director.

19 “(2) PROHIBITIONS.—An individual may not
20 serve as a Director if the individual—

21 “(A) is an officer, agent, or employee of
22 the Corporation (other than the CEO);

23 “(B) is, or has been within the preceding
24 2 years, a Member of Congress;

1 “(C) is an elected official serving in a
2 State, local, or Tribal government;

3 “(D) is an officer or employee of the Fed-
4 eral Government or any State, local, or Tribal
5 government;

6 “(E) is a director, officer, trustee, agent,
7 or employee of—

8 “(i) a bargaining agent that rep-
9 resents employees of the Corporation;

10 “(ii) an entity that has a material in-
11 terest as a supplier, client, or user of the
12 Corporation’s services; or

13 “(iii) any of the entities determined
14 under section 90305(c);

15 “(F) receives any form of compensation or
16 material benefit from an entity that has a ma-
17 terial interest as a supplier, client, or user of
18 the Corporation’s services, excluding compensa-
19 tion from a defined benefit plan resulting from
20 the individual’s past employment; or

21 “(G) has or holds any other fiduciary duty,
22 legal obligation, office, employed position, or
23 material interest that would prevent the indi-
24 vidual from satisfying the requirements of sub-

1 section (a) under the applicable laws of the
2 State in which the Corporation is incorporated.

3 “(3) EXCEPTION.—Subparagraphs (C) and (D)
4 of paragraph (2) shall not apply to an individual
5 solely because the individual is an elected member of
6 a school board or is employed by an institution of
7 higher education (as defined in section 101 of the
8 Higher Education Act of 1965 (20 U.S.C. 1001)).

9 “(c) BREACH OF FIDUCIARY DUTY TO CORPORA-
10 TION.—

11 “(1) IN GENERAL.—The Board shall remove
12 any Director who breaches a fiduciary duty to the
13 Corporation—

14 “(A) pursuant to procedures to be estab-
15 lished in the bylaws of the Corporation; and

16 “(B) not later than 30 days after deter-
17 mining that a breach has occurred.

18 “(2) LIMITED PRIVATE RIGHT OF ACTION.—
19 The Corporation shall have the exclusive right to
20 seek injunctive or monetary relief (or both) against
21 a Director or former Director for a breach of a fidu-
22 ciary duty to the Corporation.

23 “(d) PROHIBITION ON INDEMNIFICATION AND CER-
24 TAIN INSURANCE.—Notwithstanding section 90312 or any
25 other provision of law, the Corporation shall neither in-

1 demnify nor procure insurance to indemnify any Director
2 for liability relating to a breach of a fiduciary duty to the
3 Corporation.

4 **“§ 90308. Bylaws and duties**

5 “(a) IN GENERAL.—The Board shall adopt and
6 amend the bylaws of the Corporation.

7 “(b) BYLAWS.—The bylaws of the Corporation shall
8 include, at a minimum—

9 “(1) the duties and responsibilities of the Board
10 (including those described in subsection (c)), offi-
11 cers, Advisory Board, and committees of the Cor-
12 poration; and

13 “(2) the operational procedures of the Corpora-
14 tion.

15 “(c) DUTIES AND RESPONSIBILITIES OF BOARD.—
16 The Board shall be responsible for actions of the Corpora-
17 tion, including—

18 “(1) adoption of an annual budget;

19 “(2) approval of a strategic plan, including up-
20 dates thereto, and other plans supporting the strat-
21 egy laid out in the strategic plan;

22 “(3) adoption of an annual action plan;

23 “(4) authorization of any form or instrument of
24 indebtedness, including loans and bond issues;

1 “(5) assessment, modification, and collection of
2 charges and fees for air traffic services in accord-
3 ance with the standards described in section 90313;

4 “(6) hiring and supervision of the CEO;

5 “(7) establishment and maintenance of an ap-
6 propriately funded reserve fund;

7 “(8) adoption of a code of conduct and code of
8 ethics for Directors, officers, agents, and employees
9 of the Corporation;

10 “(9) establishment of a process for ensuring
11 that the fiduciary duties of a Director are solely and
12 exclusively to the Corporation;

13 “(10) establishment of a process for the re-
14 moval of a Director, including the removal of a Di-
15 rector for breach of a fiduciary duty to the Corpora-
16 tion; and

17 “(11) adoption of a process for filling vacancies
18 on the Board.

19 **“§ 90309. Committees of Board; independent auditors**

20 “(a) COMMITTEES OF BOARD.—The Board shall es-
21 tablish and maintain a Safety Committee, a Compensation
22 Committee, a Technology Committee, and such other com-
23 mittees as the Board determines are necessary or appro-
24 priate to carry out the responsibilities of the Board effec-

1 tively. Such committees shall be composed solely of Direc-
2 tors.

3 “(b) INDEPENDENT AUDITORS.—The Board shall re-
4 tain independent auditors to conduct annual audits of the
5 Corporation’s financial statements and internal controls.

6 **“§ 90310. Advisory Board**

7 “(a) ESTABLISHMENT.—There shall be an Advisory
8 Board of the Corporation.

9 “(b) DUTIES.—The Advisory Board—

10 “(1) shall conduct such activities as the Board
11 determines appropriate;

12 “(2) shall submit to the Board recommenda-
13 tions for Directors to be nominated and selected
14 under section 90306(b)(11); and

15 “(3) may, on its own initiative, study, report,
16 and make recommendations to the Board on matters
17 relating to the Corporation’s provision of air traffic
18 services and associated safety considerations.

19 “(c) MEMBERSHIP.—

20 “(1) NUMBER.—The Advisory Board shall con-
21 sist of not more than 15 individuals, who are citi-
22 zens of the United States, representing interested
23 entities.

1 “(2) REPRESENTATIVES.—The members of the
2 Advisory Board shall include, at a minimum, rep-
3 representatives of the following:

4 “(A) Air carriers.

5 “(B) General aviation.

6 “(C) Business aviation.

7 “(D) Commercial service airports.

8 “(E) Operators and manufacturers of com-
9 mercial unmanned aircraft systems.

10 “(F) Appropriate labor organizations.

11 “(G) The Department of Defense.

12 “(H) Small communities, including at least
13 1 community primarily served by a nonhub air-
14 port.

15 “(d) STRUCTURE; TERMS.—The membership and
16 structure of the Advisory Board, including the duration
17 that individuals may serve on the Advisory Board, shall
18 be determined by the Board in accordance with the bylaws
19 of the Corporation.

20 **“§ 90311. Officers and their responsibilities**

21 “(a) CHIEF EXECUTIVE OFFICER.—

22 “(1) HIRING.—

23 “(A) IN GENERAL.—The Corporation shall
24 have a Chief Executive Officer, who shall be
25 hired by the Board to manage the Corporation.

1 “(B) QUALIFICATIONS.—The CEO shall be
2 an individual who—

3 “(i) is a citizen of the United States;

4 “(ii) satisfies the qualifications to
5 serve as a Director under section 90307;

6 and

7 “(iii) by reason of professional back-
8 ground and experience, is especially quali-
9 fied to manage the Corporation.

10 “(2) DUTIES.—The CEO shall—

11 “(A) be responsible for the management
12 and direction of the Corporation, including its
13 officers and employees, and for the exercise of
14 all powers and responsibilities of the Corpora-
15 tion;

16 “(B) establish Corporation offices and de-
17 fine the responsibilities and duties of the of-
18 fices, with full authority to organize the Cor-
19 poration as required; and

20 “(C) designate an officer of the Corpora-
21 tion who is vested with the authority to act in
22 the capacity of the CEO if the CEO is absent
23 or incapacitated.

24 “(3) SCOPE OF AUTHORITY.—

1 “(A) IN GENERAL.—The CEO shall be
2 subject to the policy guidance of the Board, re-
3 port to the Board, and serve at the pleasure of
4 the Board.

5 “(B) AUTHORITY OF BOARD.—The Board
6 may modify or revoke actions of the CEO pur-
7 suant to procedures set forth in the bylaws of
8 the Corporation.

9 “(b) OTHER OFFICERS AND EMPLOYEES.—

10 “(1) IN GENERAL.—The CEO shall appoint
11 such other officers and employees of the Corporation
12 as the CEO determines appropriate.

13 “(2) CHIEF OPERATING OFFICER; CHIEF FI-
14 NANCIAL OFFICER.—An appointment of an indi-
15 vidual as chief operating officer or chief financial of-
16 ficer by the CEO shall be subject to the approval of
17 the Board.

18 “(3) DELEGATION OF FUNCTIONS.—The CEO
19 may delegate to the other officers and employees of
20 the Corporation any of the functions of the Corpora-
21 tion.

22 “(4) COMPENSATION.—Compensation for the
23 CEO, chief operating officer, and chief financial offi-
24 cer shall be set by the Board.

25 “(c) INTERIM CEO.—

1 “(1) HIRING.—Not later than 60 days after the
2 date of the Secretary’s appointment and selection of
3 Directors under section 90306(c)(1)(B), the Board
4 shall hire an Interim Chief Executive Officer who
5 meets the qualifications specified in subsection
6 (a)(1)(B).

7 “(2) AUTHORITY AND TERM.—

8 “(A) AUTHORITY.—The Interim CEO
9 shall—

10 “(i) exercise the same authority as the
11 CEO, including serving on the Board;

12 “(ii) carry out the same duties as the
13 CEO; and

14 “(iii) be subject to the same prohibi-
15 tions and limitations as the CEO.

16 “(B) TERM.—The Interim CEO shall serve
17 until the Board hires a CEO.

18 “(3) STATUTORY CONSTRUCTION.—Nothing in
19 this subsection may be construed to restrict the abil-
20 ity of the Board to hire the individual serving as the
21 Interim CEO to be the CEO.

22 **“§ 90312. Authority of Corporation**

23 “(a) GENERAL AUTHORITY.—Except as otherwise
24 provided in this subtitle, the Corporation—

1 “(1) shall have perpetual succession in its cor-
2 porate name unless dissolved by law;

3 “(2) may adopt and use a corporate seal;

4 “(3) may own, lease, use, improve, and dispose
5 of such property as the Corporation considers nec-
6 essary to carry out the purposes of the Corporation;

7 “(4) may contract with other parties;

8 “(5) may sue or be sued;

9 “(6) may be held liable under civil and criminal
10 law;

11 “(7) may indemnify the Directors, including the
12 Interim CEO or CEO, and other officers, agents,
13 and employees of the Corporation; and

14 “(8) shall have such other corporate powers as
15 are necessary or appropriate to carry out the pur-
16 poses of this subtitle and of the Corporation.

17 “(b) LIMITATIONS.—

18 “(1) BUSINESS ACTIVITIES.—The Corporation
19 may only engage in business activities that are—

20 “(A) related to carrying out air traffic
21 services; or

22 “(B) ancillary or incidental to carrying out
23 such services.

24 “(2) EQUITY SHARES.—The Corporation may
25 not issue or sell equity shares in the Corporation.

1 **“§ 90313. Charges and fees for air traffic services**

2 “(a) ASSESSMENT AND COLLECTION OF CHARGES
3 AND FEES.—Beginning on the date of transfer, and sub-
4 ject to this section and section 90502, the Corporation
5 may assess and collect charges and fees from air traffic
6 services users for air traffic services provided by the Cor-
7 poration in United States airspace or international air-
8 space delegated to the United States.

9 “(b) BOARD APPROVAL OF CHARGES AND FEES.—
10 The Board shall—

11 “(1) approve a proposal for—

12 “(A) an initial schedule of charges and fees
13 pursuant to subsection (g); and

14 “(B) any change in the charges or fees;

15 “(2) provide air traffic services users and other
16 interested persons notice of a proposal approved
17 under paragraph (1) in a manner and form pre-
18 scribed by the Secretary; and

19 “(3) submit a proposal approved under para-
20 graph (1) (other than a proposal to decrease a
21 charge or fee) to the Secretary 90 days prior to the
22 effective date of the proposal in a manner and form
23 prescribed by the Secretary.

24 “(c) SECRETARIAL REVIEW.—

25 “(1) PUBLIC COMMENT.—Upon receiving a pro-
26 posal from the Corporation under subsection (b)(3),

1 the Secretary shall solicit public comments on the
2 proposal for a 30-day period.

3 “(2) SECRETARIAL APPROVAL.—

4 “(A) IN GENERAL.—Not later than 15
5 days after the last day of the 30-day public
6 comment period, the Secretary shall—

7 “(i) approve the proposal upon deter-
8 mining that the proposal complies with the
9 standards in subsection (d); or

10 “(ii) disapprove the proposal upon de-
11 termining that the proposal does not com-
12 ply with the standards in subsection (d).

13 “(B) EFFECTIVENESS OF PROPOSAL.—If
14 the Secretary does not issue a timely decision
15 pursuant to subparagraph (A), the proposal
16 shall be deemed approved.

17 “(d) STANDARDS.—The Secretary shall apply the fol-
18 lowing standards in reviewing a proposal from the Cor-
19 poration under subsection (c):

20 “(1) The amount or type of charges and fees
21 paid by an air traffic services user may not—

22 “(A) be determinant of the air traffic serv-
23 ices provided to the user; or

1 “(B) adversely impact the ability of the
2 user to use or access any part of the national
3 airspace system.

4 “(2) Charges and fees shall be consistent with
5 the document titled ‘ICAO’s Policies on Charges for
6 Airports and Air Navigation Services’, Ninth Edi-
7 tion, 2012.

8 “(3) Charges and fees may not be discrimina-
9 tory.

10 “(4) Charges and fees shall be consistent with
11 United States international obligations.

12 “(5) Certain categories of air traffic services
13 users may be charged on a flat fee basis so long as
14 the charge or fee is otherwise consistent with this
15 subsection.

16 “(6) Charges and fees may not be imposed for
17 air traffic services provided with respect to oper-
18 ations of aircraft that qualify as public aircraft
19 under sections 40102(a) and 40125.

20 “(7) Charges and fees may not be imposed for
21 air traffic services provided with respect to aircraft
22 operations conducted pursuant to part 91, 133, 135,
23 136, or 137 of title 14, Code of Federal Regulations.

24 “(8) Charges and fees may not be structured
25 such that air traffic services users have incentives to

1 operate in ways that diminish safety to avoid the
2 charges and fees.

3 “(9) Charges and fees, based on reasonable and
4 financially sound projections, may not generate reve-
5 nues exceeding the Corporation’s current and antici-
6 pated financial requirements in relation to the provi-
7 sion of air traffic services.

8 “(e) CORPORATION’S FINANCIAL REQUIREMENTS.—
9 In determining whether a proposal received from the Cor-
10 poration under subsection (b) would generate revenues in
11 compliance with subsection (d)(9), the Secretary shall con-
12 sider costs and other liabilities of the Corporation, includ-
13 ing—

14 “(1) costs incurred before the date of transfer;

15 “(2) operations and maintenance costs;

16 “(3) management and administrative costs;

17 “(4) depreciation costs;

18 “(5) interest costs and other expenses related to
19 debt servicing;

20 “(6) cash reserves or other requirements needed
21 to maintain credit ratings or comply with debt cov-
22 enants; and

23 “(7) any tax liability.

24 “(f) PAYMENT OF CHARGES AND FEES.—

1 “(1) IN GENERAL.—An air traffic services user
2 shall pay a charge or fee assessed by the Corpora-
3 tion under subsection (a) for services rendered and
4 any interest and penalties assessed under paragraph
5 (2).

6 “(2) LATE PAYMENT OR NONPAYMENT.—The
7 Corporation may assess and collect interest and pen-
8 alties for late payment or nonpayment of a charge
9 or fee assessed by the Corporation under subsection
10 (a).

11 “(3) PRIVATE RIGHT OF ACTION.—The Cor-
12 poration may file suit in any district court of the
13 United States having jurisdiction over the parties,
14 without respect to the amount in controversy and
15 without regard to the citizenship of the parties, to
16 enforce this subsection not later than 2 years after
17 the date on which a claim accrues. A claim accrues,
18 under this paragraph, upon the rendering of the rel-
19 evant air traffic services by the Corporation.

20 “(g) INITIAL SCHEDULE.—Notwithstanding sub-
21 section (b)(3), the Corporation shall propose an initial
22 schedule of charges and fees at least 180 days before the
23 date of transfer.

24 “(h) AIRCRAFT OPERATION DEFINED.—In this sec-
25 tion, the term ‘aircraft operation’ means the movement of

1 an aircraft beginning with the take-off of the aircraft and
2 ending with the landing of the aircraft.

3 **“§ 90314. Preemption of authority over air traffic**
4 **services**

5 “(a) STATE DEFINED.—In this section, the term
6 ‘State’ means a State, the District of Columbia, and a ter-
7 ritory or possession of the United States.

8 “(b) PREEMPTION.—A State, political subdivision of
9 a State, or political authority of at least 2 States may not
10 enact or enforce a law, regulation, or other provision hav-
11 ing the force and effect of law related to air traffic serv-
12 ices.

13 “(c) AIRPORT OWNER OR OPERATOR.—Subsection
14 (b) may not be construed to limit a State, political subdivi-
15 sion of a State, or political authority of at least 2 States
16 that owns or operates a landing area from carrying out
17 its proprietary powers and rights over the landing area.

18 **“§ 90315. Actions by and against Corporation**

19 “(a) JURISDICTION FOR LEGAL ACTIONS GEN-
20 ERALLY.—

21 “(1) JURISDICTION OF UNITED STATES DIS-
22 TRICT COURTS.—The United States district courts
23 shall have original jurisdiction over all actions
24 brought by or against the Corporation, except as
25 otherwise provided in this subtitle.

1 “(2) REMOVAL OF ACTIONS IN STATE
2 COURTS.—Any action brought in a State court to
3 which the Corporation is a party shall be removed
4 to the appropriate United States district court under
5 the provisions of chapter 89 of title 28.

6 “(b) TESTIMONY OF CORPORATION EMPLOYEES.—

7 “(1) IN GENERAL.—Except with the consent of
8 the chief legal officer of the Corporation, employees
9 of the Corporation may not provide expert opinion or
10 expert testimony in civil litigation related to the Cor-
11 poration.

12 “(2) EXCEPTIONS.—The Corporation may pre-
13 scribe the circumstances, if any, under which em-
14 ployees of the Corporation may provide expert opin-
15 ion or expert testimony in civil litigation related to
16 the Corporation.

17 **“§ 90316. Transfer of Federal personnel to Corpora-**
18 **tion**

19 “(a) TRANSFER OF FAA EMPLOYEES TO CORPORA-
20 TION.—

21 “(1) PROCESS.—Not later than 180 days after
22 the date of enactment of this subtitle, the Secretary,
23 after meeting and conferring with the CEO and rep-
24 resentatives of the labor organizations recognized
25 under section 7111 of title 5 as exclusive representa-

1 tives of FAA employees, shall commence a process to
2 determine, consistent with the purposes of this sub-
3 title, which activities and employees, or categories of
4 employees, of the FAA shall be transferred to the
5 Corporation on or before the date of transfer.

6 “(2) DETERMINATION; TRANSFER.—The Sec-
7 retary shall—

8 “(A) not later than 180 days prior to the
9 date of transfer, complete the determination of
10 which activities, employees, or categories of em-
11 ployees shall be transferred to the Corporation
12 under paragraph (1);

13 “(B) upon completing the determination,
14 notify the CEO, the labor organizations recog-
15 nized under section 7111 of title 5 as exclusive
16 representatives of FAA employees, and all af-
17 fected employees of such determination; and

18 “(C) on or before the date of transfer,
19 transfer such activities, employees, or categories
20 of employees.

21 “(b) SUBSEQUENT TRANSFER OF EMPLOYEES.—

22 “(1) IN GENERAL.—

23 “(A) TRANSFERS FROM FAA TO CORPORA-
24 TION.—During the 180-day period beginning on
25 the date of transfer, the Secretary, after meet-

1 ing and conferring with the CEO and represent-
2 atives of the certified labor organizations recog-
3 nized under section 91105 and labor organiza-
4 tions recognized under section 7111 of title 5 as
5 exclusive representatives of FAA employees,
6 may transfer an employee from the FAA to the
7 Corporation if the Secretary, after meeting and
8 conferring with the CEO and the representa-
9 tives, finds that the determination with respect
10 to the employee under subsection (a) was incon-
11 sistent with the purposes of this subtitle.

12 “(B) TRANSFERS FROM CORPORATION TO
13 FAA.—During the 180-day period beginning on
14 the date of transfer, the Secretary, after meet-
15 ing and conferring with the CEO and represent-
16 atives of the certified labor organizations recog-
17 nized under section 91105 and labor organiza-
18 tions recognized under section 7111 of title 5 as
19 exclusive representatives of FAA employees,
20 may transfer an employee from the Corporation
21 to the FAA if the Secretary, after the consulta-
22 tion with the CEO and the representatives,
23 finds that the determination with respect to the
24 employee under subsection (a) was inconsistent
25 with the purposes of this subtitle.

1 “(2) REEMPLOYMENT OF FEDERAL EMPLOY-
2 EES.—An employee transferred from the Corpora-
3 tion to the FAA under this subsection shall be enti-
4 tled to the same rights and benefits, and reemploy-
5 ment, in the same manner as if covered by section
6 3582 of title 5 notwithstanding section 8347(o),
7 8713, or 8914 of such title.

8 “(3) ELECTION OF BENEFITS FOR EMPLOYEES
9 SUBJECT TO DELAYED TRANSFER TO CORPORA-
10 TION.—In the case of an employee of the FAA
11 transferred to the Corporation under this subsection,
12 such employee shall be afforded the opportunity to
13 make the election provided under section 91102(b)
14 with respect to benefits.

15 “(c) CORPORATION EMPLOYEE BENEFITS.—At least
16 180 days before the date of transfer, the Corporation shall
17 establish a compensation and benefits program for—

18 “(1) employees hired by the Corporation after
19 the date of transfer; and

20 “(2) employees that make the election under
21 section 91102(b)(1)(A)(ii).

22 “(d) PROTECTIONS FOR EMPLOYEES NOT TRANS-
23 FERRED TO CORPORATION.—For those employees of the
24 FAA directly involved in the operation of air traffic serv-
25 ices who are not transferred to the Corporation pursuant

1 to subsection (a) or who transferred back to the FAA pur-
2 suant to subsection (b), the Secretary shall provide to such
3 employees compensation and benefits consistent with the
4 applicable collective-bargaining agreement that are not
5 less than the level of compensation and benefits provided
6 to such FAA employees prior to the date of transfer unless
7 mutually agreed to by the FAA and representatives of the
8 certified labor organization.

9 “(e) SUITABILITY, CLEARANCES, AND MEDICAL
10 QUALIFICATIONS.—All federally issued or federally re-
11 quired credentials, certificates, clearances, medical quali-
12 fications, access rights, substance testing results, and any
13 other Federal permissions or approvals held by any em-
14 ployee of the FAA in the operation of air traffic services
15 that are valid and effective on the day prior to the date
16 of transfer shall remain valid and effective after the date
17 of transfer—

18 “(1) unless revoked for cause; or

19 “(2) until equivalent or substantially equivalent
20 credentials, certificates, clearances, medical quali-
21 fications, access rights, substance testing results,
22 and any other Federal permissions or approvals have
23 been issued to the employee on or after the date of
24 transfer.

25 “(f) TRANSITION AGREEMENTS.—

1 “(1) BIPARTITE AGREEMENT.—

2 “(A) MEETINGS.—At least 180 days before
3 the date of transfer, the Corporation shall meet
4 with the labor organizations recognized under
5 section 7111 of title 5 as exclusive representa-
6 tives of FAA employees to resolve employment-
7 related transition matters that affect employees
8 represented by those labor organizations and
9 that are not otherwise covered under this sec-
10 tion.

11 “(B) DUTY TO BARGAIN IN GOOD FAITH.—
12 The Corporation and the labor organizations
13 described in subparagraph (A) (in this sub-
14 section referred to as the ‘parties’) shall be sub-
15 ject to the duty to bargain in good faith under
16 chapter 911 in any meetings pursuant to this
17 paragraph.

18 “(C) DISPUTE RESOLUTION PROCE-
19 DURES.—If the parties fail to reach an agree-
20 ment over the initial or subsequent employ-
21 ment-related transition issues not otherwise
22 covered under this section, the matters shall be
23 subject to the dispute resolution procedures es-
24 tablished under subsections (a), (b), and (e) of
25 section 91107.

1 “(2) TRIPARTITE AGREEMENT.—

2 “(A) MEETINGS.—At least 1 year before
3 the date of transfer, the Corporation and the
4 FAA shall meet with the labor organizations
5 recognized under section 7111 of title 5 as ex-
6 clusive representatives of FAA employees to re-
7 solve transition matters related to the separa-
8 tion of air traffic services from the FAA pursu-
9 ant to this subtitle that affect employees rep-
10 resented by those labor organizations and that
11 are not otherwise covered under this section.

12 “(B) DUTY TO BARGAIN IN GOOD FAITH.—
13 To the extent applicable, the Corporation and
14 the labor organizations described in subpara-
15 graph (A) shall be subject to the duty to bar-
16 gain in good faith under chapter 911 in any
17 meetings pursuant to this paragraph.

18 “(C) DISPUTE RESOLUTION PROCE-
19 DURES.—If the Corporation and the certified
20 labor organizations described in subparagraph
21 (A) fail to reach an agreement over the initial
22 or subsequent transition issues related to the
23 separation of air traffic services from the FAA,
24 not otherwise covered under this section, the
25 matters shall be subject to the dispute resolu-

1 tion procedures established under subsections
2 (a), (b), and (e) of section 91107.

3 **“§ 90317. Transfer of facilities to Corporation**

4 “(a) INVENTORY OF FAA PROPERTY AND FACILI-
5 TIES.—At least 1 year before the date of transfer, the Sec-
6 retary, in consultation with the CEO, shall identify the
7 licenses, patents, software rights, and real and personal
8 property, including air navigation facilities (as defined in
9 section 40102(a)) of the United States under FAA juris-
10 diction, that are necessary and appropriate for the Cor-
11 poration to carry out the air traffic services transferred
12 to the Corporation under this subtitle.

13 “(b) TRANSFER OF FEDERAL PROPERTY.—

14 “(1) CONVEYANCE OF PROPERTY TO CORPORA-
15 TION.—On the date of transfer, the Secretary shall
16 convey, without charge, all right, title, and interest
17 of the United States in, and the use, possession, and
18 control of, properties identified under subsection (a).

19 “(2) SALE OF PROPERTY BY CORPORATION
20 AFTER DATE OF TRANSFER.—If the Corporation
21 sells any of the property conveyed to the Corporation
22 under paragraph (1), the Corporation shall use the
23 proceeds received from the sale of such property for
24 the acquisition or improvement of air navigation fa-
25 cilities or other capital assets.

1 “(3) REVERSIONARY INTEREST.—Any convey-
2 ance of real property under this section located at an
3 FAA technical facility shall be subject to the condi-
4 tion that all right, title, and interest in the real
5 property shall revert to the United States and be
6 placed under the administrative control of the Sec-
7 retary if—

8 “(A) the Corporation determines the real
9 property is no longer necessary to carry out the
10 air traffic services transferred to the Corpora-
11 tion under this subtitle; and

12 “(B) the Secretary determines the rever-
13 sion is necessary to protect the interests of the
14 United States.

15 “(4) SAFETY AIR TRAFFIC SERVICES EQUIP-
16 MENT IN REMOTE LOCATIONS.—

17 “(A) MAINTENANCE BY CORPORATION.—
18 Any equipment identified pursuant to sub-
19 section (a) and conveyed to the Corporation
20 pursuant to paragraph (1) that is located in a
21 noncontiguous State of the United States and is
22 critical to the safe provision of air traffic serv-
23 ices in that State may not be sold and shall be
24 maintained and, as determined necessary by the
25 Corporation, upgraded by the Corporation.

1 “(B) EQUIPMENT CRITICAL TO SAFE PRO-
2 VISION OF AIR TRAFFIC SERVICES.—For pur-
3 poses of this paragraph, equipment critical to
4 the safe provision of air traffic services includes
5 GPS receivers, data link transceivers, ADS-B,
6 multi-function displays, flight information serv-
7 ices, moving map displays, terrain databases,
8 airport lighting, and mountain pass cameras.

9 “(c) CONSOLIDATION AND REALIGNMENT OF TRANS-
10 FERRED SERVICES AND FACILITIES.—

11 “(1) IN GENERAL.—At least 180 days before
12 the date of transfer, and subject to section 91107,
13 the Corporation, in consultation with representatives
14 of labor organizations representing operations and
15 maintenance employees of the air traffic control sys-
16 tem, shall establish a process for the realignment
17 and consolidation of services and facilities to be
18 transferred to the Corporation from the FAA.

19 “(2) MORATORIUM.—Except as otherwise pro-
20 vided, there shall be a moratorium on any effort by
21 the Administrator or the Corporation to consolidate
22 or realign air traffic services or facilities until the
23 process required by paragraph (1) is established.

1 **“§ 90318. Approval of transferred air navigation fa-**
2 **ilities and other equipment**

3 “On the date of transfer, the Corporation is author-
4 ized to operate all air navigation facilities and other equip-
5 ment conveyed pursuant to section 90317 without addi-
6 tional approval or certification by the Secretary.

7 **“§ 90319. Use of spectrum systems and data**

8 “Beginning on the date of transfer, the Secretary
9 shall provide the Corporation with such access to the spec-
10 trum systems used by the FAA before the date of transfer
11 to provide air traffic services, and any successor spectrum
12 systems, and to the data from such systems, as is nec-
13 essary to enable the Corporation to provide air traffic serv-
14 ices under this subtitle.

15 **“§ 90320. Transition plan**

16 “(a) TRANSITION TEAM.—Not later than 120 days
17 after the date of enactment of this subtitle, the Secretary,
18 after meeting and conferring with the CEO or Interim
19 CEO, shall establish a transition team to develop, con-
20 sistent with this subtitle, a transition plan to be reviewed
21 by the Secretary and, if approved, utilized by the Depart-
22 ment of Transportation during the period in which air
23 traffic services are transferred from the FAA to the Cor-
24 poration.

1 “(b) MEMBERSHIP.—The transition team shall con-
2 sist of 12 individuals, who are citizens of the United
3 States, as follows:

4 “(1) 5 representatives appointed by the Sec-
5 retary, including—

6 “(A) the Deputy Administrator of the
7 FAA;

8 “(B) the Director of the FAA Mike
9 Monroney Aeronautical Center;

10 “(C) the Director of the FAA William J.
11 Hughes Technical Center; and

12 “(D) 2 representatives from the Office of
13 Management and Budget, appointed with the
14 concurrence of the Director of the Office of
15 Management and Budget.

16 “(2) 1 representative appointed by the exclusive
17 bargaining representative of air traffic controllers
18 certified under section 7111 of title 5.

19 “(3) 1 representative appointed by the exclusive
20 bargaining representative for airway transportation
21 systems specialists in the Air Traffic Organization
22 technical operations services certified under section
23 7111 of title 5.

24 “(4) 5 representatives appointed by the CEO.

25 “(c) TRANSITION PLAN.—

1 “(1) IN GENERAL.—Not later than 45 days
2 after the establishment of the transition team, the
3 transition team shall develop and submit to the Sec-
4 retary an executable transition plan.

5 “(2) CONTENTS.—The transition plan shall set
6 forth a plan for the Secretary, in consultation with
7 the CEO or Interim CEO, to—

8 “(A) identify property, facilities, equip-
9 ment, and obligations, contractual or otherwise,
10 related to the provision of air traffic services;
11 and

12 “(B) safely and efficiently transfer Federal
13 personnel, property, facilities, equipment, and
14 obligations, contractual and otherwise, related
15 to the provision of air traffic services to the
16 Corporation on or before the date of transfer.

17 “(d) SECRETARIAL REVIEW.—

18 “(1) IN GENERAL.—Not later than 30 days
19 after receipt of the transition plan, the Secretary
20 shall review and, if appropriate, approve the plan.

21 “(2) DISAPPROVAL.—If the Secretary does not
22 approve a submitted transition plan, the transition
23 team shall revise the plan and resubmit it to the
24 Secretary not later than 30 days after receiving no-
25 tice of the disapproval by the Secretary.

1 “(e) TERMINATION.—The transition team shall ter-
2 minate upon approval of a transition plan by the Sec-
3 retary.

4 **“CHAPTER 905—REGULATION OF AIR**
5 **TRAFFIC SERVICES PROVIDER**

“Sec.

“90501. Safety oversight and regulation of Corporation.

“90502. Resolution of disputes concerning air traffic services charges and fees.

“90503. International agreements and activities.

“90504. Availability of safety information.

“90505. Reporting of safety violations to FAA.

“90506. Insurance requirements.

6 **“§ 90501. Safety oversight and regulation of Corpora-**
7 **tion**

8 “(a) PERFORMANCE-BASED REGULATIONS AND MIN-
9 IMUM SAFETY STANDARDS.—After consultation with the
10 Corporation and the FAA’s certified bargaining represent-
11 atives and before the date of transfer, the Secretary
12 shall—

13 “(1) prescribe performance-based regulations
14 and minimum safety standards for the operation of
15 air traffic services by the Corporation;

16 “(2) prescribe performance-based regulations
17 and minimum safety standards for the certification
18 and operation of air navigation facilities (other than
19 facilities that may be operated without additional
20 approval or certification pursuant to section 90318);
21 and

1 “(3) identify policies and other administrative
2 materials of the FAA in effect before the date of
3 transfer for providing air traffic services that will
4 apply to the Corporation.

5 “(b) SAFETY MANAGEMENT SYSTEM.—

6 “(1) IN GENERAL.—The regulations and stand-
7 ards prescribed pursuant to subsection (a) shall in-
8 clude a safety management system for air traffic
9 services provided by the Corporation.

10 “(2) FOUNDATION.—The safety management
11 system shall be based on the safety management
12 system used by the Air Traffic Organization of the
13 FAA before the date of transfer.

14 “(3) USE BY CORPORATION.—Beginning on the
15 date of transfer, the Corporation shall use the safety
16 management system, including any changes thereto,
17 when assessing and managing risks in all proce-
18 dures, processes, and practices necessary to provide
19 air traffic services.

20 “(4) FAA OVERSIGHT.—To the maximum ex-
21 tent practicable, for at least 2 years after the date
22 of transfer, the Air Traffic Safety Oversight Service
23 of the FAA shall employ the same oversight proce-
24 sses and procedures in use before the date of trans-
25 fer.

1 “(c) PROPOSALS TO MODIFY AIR TRAFFIC MANAGE-
2 MENT PROCEDURES, ASSIGNMENTS, AND CLASSIFICA-
3 TIONS OF AIRSPACE.—

4 “(1) SUBMISSION OF PROPOSALS TO SEC-
5 RETARY.—The Corporation or another interested
6 party may submit to the Secretary a proposal to
7 modify—

8 “(A) air traffic management procedures,
9 assignments, classifications of airspace, or other
10 actions affecting airspace access that are devel-
11 oped pursuant to the safety management sys-
12 tem; and

13 “(B) FAA policies and other administra-
14 tive materials identified under subsection
15 (a)(2).

16 “(2) REVIEW AND APPROVAL OF PROPOSALS.—
17 The regulations and standards prescribed under sub-
18 section (a)(1) shall include a process for expedited
19 review and approval of a proposal received under
20 paragraph (1).

21 “(3) STANDARD FOR APPROVAL.—The Sec-
22 retary shall approve a proposal received under para-
23 graph (1) if the Secretary determines that the pro-
24 posal complies with the regulations and standards
25 prescribed under subsection (a)(1) and is otherwise

1 consistent with the public interest, including that the
2 proposal would not materially reduce access to a
3 public-use airport.

4 “(4) APPROVALS AND DISAPPROVALS.—

5 “(A) IN GENERAL.—During the 45-day pe-
6 riod beginning on the date of receipt of a pro-
7 posal under paragraph (1), the Secretary shall
8 approve or disapprove the proposal.

9 “(B) WRITTEN EXPLANATION.—If the
10 Secretary disapproves the proposal, the Sec-
11 retary shall provide—

12 “(i) a written explanation of the Sec-
13 retary’s decision, including—

14 “(I) any instances of inconsis-
15 tency with the regulations and stand-
16 ards prescribed under subsection
17 (a)(1); and

18 “(II) any other information that
19 formed the basis for the Secretary’s
20 decision; and

21 “(ii) a description of any modifica-
22 tions to the proposal that are necessary to
23 obtain approval.

24 “(5) FAILURE TO ACT.—If the Secretary fails
25 to act on a proposal received under paragraph (1)

1 during the 45-day period described in paragraph
2 (4)(A), the Corporation or other party making the
3 proposal shall be entitled to a writ of mandamus in
4 a Federal district court with venue.

5 “(d) JUDICIAL REVIEW.—

6 “(1) IN GENERAL.—Any decision made by the
7 Secretary to approve or disapprove a proposal re-
8 ceived under subsection (c)(1) shall be subject to ju-
9 dicial review pursuant to subsections (a), (b), (d),
10 and (e) of section 46110.

11 “(2) STANDARD OF REVIEW.—

12 “(A) DISAPPROVALS.—In the case of a pe-
13 tition filed under section 46110(a) to review a
14 decision of the Secretary that disapproves a
15 proposal received from the Corporation under
16 subsection (c)(1), the court shall, without def-
17 erence to the Secretary’s determination, review
18 de novo the record to determine if the Sec-
19 retary’s determination is consistent with the
20 regulations and standards prescribed under
21 subsection (a)(1).

22 “(B) APPROVALS.—In the case of a peti-
23 tion filed under section 46110(a) to review a
24 decision of the Secretary that approves a pro-
25 posal received from the Corporation under sub-

1 section (c)(1), the court may overturn the ap-
2 proval only upon a finding of clear error or an
3 abuse of discretion.

4 “(e) COMPILATION.—

5 “(1) ESTABLISHMENT.—The Corporation shall
6 establish and maintain a compilation of the policies
7 and other materials identified under subsection
8 (a)(2).

9 “(2) UPDATES.—The Corporation shall update
10 the compilation each time a proposal described in
11 subsection (c)(1)(B) is approved.

12 “(3) PUBLICATION.—The Corporation shall
13 make the compilation available to the public.

14 “(f) SPECIAL RULES FOR PROPOSALS AFFECTING
15 CERTAIN AIRSPACE.—The regulations and standards pre-
16 scribed under subsection (a)(1) shall include procedures
17 (including advance submission of necessary supporting
18 data, analysis, and documentation) for the Secretary to
19 evaluate, at least 180 days before its submission under
20 subsection (c)(1), a proposal for an airspace change that
21 would affect airspace that is—

22 “(1) within an area designated as a ‘Metroplex’
23 by the FAA as of March 30, 2017;

24 “(2) within an area subject to a major, large-
25 scale airspace redesign project; or

1 “(3) adjacent to or containing special use air-
2 space.

3 “(g) EXEMPTED AIRSPACE ACTIONS.—The require-
4 ments of this section shall not apply to—

5 “(1) temporary airspace actions directed by the
6 Administrator or Secretary;

7 “(2) airspace actions as described in section
8 90904; or

9 “(3) certain emergency circumstances, as de-
10 fined by the Secretary by regulation.

11 “(h) DELEGATION.—Notwithstanding section
12 90303(b), and except for the process and procedures re-
13 quired by section 90703(b), the Secretary may delegate
14 safety oversight functions to the Administrator.

15 **“§ 90502. Resolution of disputes concerning air traffic**
16 **services charges and fees**

17 “(a) AUTHORITY TO REQUEST SECRETARY’S DETER-
18 MINATION.—

19 “(1) IN GENERAL.—The Secretary shall issue a
20 determination as to whether a charge or fee assessed
21 by the Corporation for the use of air traffic services
22 in United States airspace or international airspace
23 delegated to the United States is correct if a written
24 complaint for such determination is filed with the
25 Secretary by an air traffic services user not later

1 than 60 days after the air traffic services user re-
2 ceives an assessment or invoice from the Corpora-
3 tion.

4 “(2) TREATMENT OF INTEREST AND PEN-
5 ALTIES.—In this section, the terms ‘charge’ and
6 ‘fee’ include any interest and penalty relating there-
7 to.

8 “(b) PROCEDURAL REGULATIONS.—At least 270
9 days before the date of transfer, the Secretary shall pub-
10 lish in the Federal Register final regulations, policy state-
11 ments, or guidelines establishing the procedures for acting
12 upon written complaints filed under subsection (a)(1) and
13 requests of the Corporation pursuant to subsection (e)(3).

14 “(c) DETERMINATION OF CORRECTNESS.—In deter-
15 mining under subsection (a)(1) whether a charge or fee
16 is correct, the Secretary shall determine only if the charge
17 or fee is consistent with approved charges or fees pursuant
18 to section 90313.

19 “(d) DECISIONS BY SECRETARY.—The final regula-
20 tions, policy statements, or guidelines required in sub-
21 section (b) shall provide for the following:

22 “(1) Not later than 90 days after an air traffic
23 services user files with the Secretary a written com-
24 plaint relating to an assessed or invoiced air traffic
25 services charge or fee, the Secretary shall issue a

1 final order determining whether the charge or fee is
2 correct.

3 “(2) Not later than 30 days after such com-
4 plaint is filed with the Secretary, the Secretary shall
5 dismiss the complaint if no significant dispute exists
6 or shall assign the matter to an administrative law
7 judge. Thereafter, the matter shall be handled in ac-
8 cordance with part 302 of title 14, Code of Federal
9 Regulations, or as modified by the Secretary, to en-
10 sure an orderly disposition of the matter within the
11 90-day period referred to in paragraph (1) and any
12 specifically applicable provisions of this section.

13 “(3) The administrative law judge shall issue a
14 recommended decision not later than 45 days after
15 the complaint is assigned or within such shorter pe-
16 riod as the Secretary may specify.

17 “(4) If the Secretary, upon the expiration of 90
18 days after the filing of the complaint, has not issued
19 a final order, the decision of the administrative law
20 judge shall be deemed to be the final order of the
21 Secretary.

22 “(5) Any party to the dispute may seek review
23 of a final order of the Secretary under this sub-
24 section in the Circuit Court of Appeals for the Dis-

1 trict of Columbia Circuit or the court of appeals in
2 the circuit with venue.

3 “(6) Any findings of fact in a final order of the
4 Secretary under this subsection, if supported by sub-
5 stantial evidence, shall be conclusive if challenged in
6 a court pursuant to this subsection. No objection to
7 such a final order may be considered by the court
8 unless objection was urged before an administrative
9 law judge or the Secretary at a proceeding under
10 this subsection or, if not so urged, unless there were
11 reasonable grounds for failure to do so.

12 “(e) PAYMENT UNDER PROTEST; GUARANTEE OF
13 AIR TRAFFIC SERVICES USER ACCESS.—

14 “(1) PAYMENT UNDER PROTEST.—

15 “(A) IN GENERAL.—Any charge or fee
16 that is the subject of a complaint that is not
17 dismissed by the Secretary shall be paid by the
18 complainant air traffic services user to the Cor-
19 poration under protest.

20 “(B) REFERRAL OR CREDIT.—Any
21 amounts paid under this subsection by a com-
22 plainant air traffic services user to the Corpora-
23 tion under protest shall be subject to refund or
24 credit to the air traffic services user in accord-

1 ance with directions in the final order of the
2 Secretary within 30 days of such order.

3 “(C) **TIMELY REPAYMENT.**—In order to
4 ensure the timely repayment, with interest, of
5 amounts in dispute determined not to be correct
6 by the Secretary, the Corporation shall obtain a
7 letter of credit, or surety bond, or other suitable
8 credit facility, equal to the amount in dispute
9 that is due during the 90-day period referred to
10 in subsection (d)(1), plus interest, unless the
11 Corporation and the air traffic services user
12 agree otherwise.

13 “(D) **DEADLINE.**—The letter of credit, or
14 surety bond, or other suitable credit facility
15 shall be provided to the Secretary not later than
16 20 days after the filing of the complaint and
17 shall remain in effect for 30 days after the
18 issuance of a timely final order by the Secretary
19 determining whether such charge or fee is cor-
20 rect.

21 “(2) **GUARANTEE OF AIR TRAFFIC SERVICES**
22 **USER ACCESS.**—Contingent upon an air traffic serv-
23 ices user’s compliance with the requirements of
24 paragraph (1) and pending the issuance of a final
25 order by the Secretary determining the correctness

1 of a charge or fee that is the subject of a complaint
2 filed under subsection (a)(1), the Corporation may
3 not withhold air traffic services as a means of en-
4 forcing the charge or fee.

5 “(3) NONCOMPLIANCE.—Prior to the issuance
6 of a final order by the Secretary determining the
7 correctness of a charge or fee that is the subject of
8 a complaint filed under subsection (a)(1), if an air
9 traffic services user does not comply with the re-
10 quirements of paragraph (1), the Corporation shall
11 withhold air traffic services from the user if the Cor-
12 poration requests and receives approval from the
13 Secretary to withhold air traffic services.

14 **“§ 90503. International agreements and activities**

15 “(a) CONSISTENCY WITH INTERNATIONAL OBLIGA-
16 TIONS AND LAWS OF OTHER COUNTRIES.—The Corpora-
17 tion shall provide air traffic services under this subtitle
18 in a manner that is consistent with any obligation as-
19 sumed by the United States in a treaty, convention, or
20 agreement that may be in force between the United States
21 and a foreign country or foreign countries or between the
22 United States and an international organization, and shall
23 take into consideration any applicable laws and require-
24 ments of foreign countries.

1 “(b) PROHIBITION.—The Corporation may not nego-
2 tiate on behalf of or otherwise represent the United States
3 before any foreign government or international organiza-
4 tion.

5 **“§ 90504. Availability of safety information**

6 “(a) SAFETY INFORMATION.—The Corporation shall
7 make available to air traffic services users and the pub-
8 lic—

9 “(1) the same type of safety information made
10 available by the FAA before the date of transfer;

11 “(2) any additional safety information needed
12 by air traffic services users to operate safely; and

13 “(3) any updates or revisions to the safety in-
14 formation referred to in paragraphs (1) and (2).

15 “(b) METEOROLOGICAL SERVICES; AERONAUTICAL
16 CHARTS.—The Corporation may provide for the dissemi-
17 nation of available aviation-related meteorological infor-
18 mation and aeronautical charts to air traffic services
19 users.

20 **“§ 90505. Reporting of safety violations to FAA**

21 “(a) IN GENERAL.—In a manner, form, and process
22 prescribed by the Administrator, the Corporation shall re-
23 port to the Administrator complaints or instances of—

24 “(1) noncompliance with or deviations from air
25 traffic control clearances or instructions;

1 “(2) noncompliant operations in controlled air-
2 space or special use airspace; and

3 “(3) any other observed activities endangering
4 persons or property in the air or on the ground.

5 “(b) ASSISTANCE IN ENFORCEMENT ACTIONS.—The
6 Corporation shall provide necessary assistance in any en-
7 forcement action taken by the Administrator resulting
8 from a report of the Corporation or another person or en-
9 tity.

10 “(c) STATUTORY CONSTRUCTION.—This section may
11 not be construed to limit the authority of the Adminis-
12 trator to undertake enforcement actions upon the Admin-
13 istrator’s initiative.

14 **“§ 90506. Insurance requirements**

15 “The Corporation shall maintain adequate liability
16 insurance policies and coverages, as determined by the
17 Secretary, including complete indemnification of employ-
18 ees of the Corporation for acts within the scope of employ-
19 ment.

20 **“CHAPTER 907—GENERAL RIGHTS OF AC-
21 CESS TO AIRSPACE, AIRPORTS, AND
22 AIR TRAFFIC SERVICES VITAL FOR EN-
23 SURING SAFE OPERATIONS FOR ALL
24 USERS**

“Sec.

“90701. Access to airspace.

“90702. Access to airports.

“90703. Contract tower service after date of transfer.

“90704. Availability of safety information to general aviation operators.

“90705. Special rules and appeals process for air traffic management procedures, assignments, and classifications of airspace.

“90706. Definitions.

1 **“§ 90701. Access to airspace**

2 “The Secretary shall take such actions as are nec-
3 essary to ensure that an air traffic services user is not
4 denied access to airspace or air traffic services on the basis
5 that the user is exempt from charges and fees under sec-
6 tion 90313.

7 **“§ 90702. Access to airports**

8 “In carrying out section 90501(c)(3), the Secretary
9 shall determine whether a proposal would materially re-
10 duce access to a public-use airport, including a general
11 aviation or rural airport.

12 **“§ 90703. Contract tower service after date of transfer**

13 “(a) TRANSFER OF CONTRACT TOWER AGREEMENTS
14 TO CORPORATION.—In carrying out section 91302(e), the
15 Secretary shall take such actions as are necessary to en-
16 sure that the Corporation assumes the contract and other
17 obligations associated with the operation of an air traffic
18 control tower that, prior to the date of transfer, was oper-
19 ated under a contract pursuant to section 47124.

20 “(b) SPECIAL RULES FOR PROPOSALS RELATING TO
21 OPERATION OF CONTRACT TOWERS.—

22 “(1) IN GENERAL.—The regulations and stand-
23 ards prescribed under section 90501(a)(1) shall in-

1 clude procedures for the Secretary to evaluate, under
2 section 90501(c), a proposal for an airspace change,
3 including an airspace reclassification, that results
4 from the proposed closure of a tower that is oper-
5 ating under a contract with the Corporation and
6 that, prior to the date of transfer, was operated
7 under a contract with the Secretary pursuant to sec-
8 tion 47124.

9 “(2) PROCEDURES.—The procedures required
10 pursuant to paragraph (1) shall include—

11 “(A) the advance submission by the Cor-
12 poration of necessary supporting data, analysis,
13 and documentation related to—

14 “(i) the safety risk management as-
15 sessment of the proposed contract tower
16 closure;

17 “(ii) an assessment of the impact of
18 the proposed closure on the operation of
19 the national airspace system;

20 “(iii) an assessment of the impact of
21 the proposed closure on local communities,
22 including with respect to air service;

23 “(iv) an assessment, in consultation
24 with the Secretary of Defense and the Sec-
25 retary of Homeland Security, as appro-

1 appropriate, of any impact of the proposed clo-
2 sure on military aviation readiness and
3 training, homeland security aviation oper-
4 ations, emergency management and dis-
5 aster aviation operations, and law enforce-
6 ment aviation operations; and

7 “(v) any other safety or operational
8 information the Secretary determines to be
9 necessary to understand the safety impact
10 of the proposed closure; and

11 “(B) a process to receive input from the
12 public, impacted air traffic services users, local
13 communities, and the airport operator of the
14 airport where the contract tower proposed to be
15 closed is located.

16 **“§ 90704. Availability of safety information to general**
17 **aviation operators**

18 “In carrying out section 90504, the Corporation shall
19 ensure that the safety information referenced in that sec-
20 tion is made available to general aviation operators.

21 **“§ 90705. Special rules and appeals process for air**
22 **traffic management procedures, assign-**
23 **ments, and classifications of airspace**

24 “(a) IN GENERAL.—If the Corporation proposes to
25 modify, reduce, decommission, or eliminate an air traffic

1 service or air navigation facility that would result in the
2 loss of or material reduction in access to a public-use air-
3 port or adjacent airspace for any class, category, or type
4 of aircraft or aircraft operation, as determined by the Sec-
5 retary, the Secretary shall designate an officer to issue
6 a notice in the Federal Register and establish a docket
7 that includes—

8 “(1) a copy of the Corporation’s proposal;

9 “(2) available data on the usage of the affected
10 air traffic service or air navigation facility;

11 “(3) an assessment of the designated officer on
12 the effects of the proposal; and

13 “(4) an assessment of the designated officer on
14 any proposed action to mitigate the loss of or mate-
15 rial reduction in access to the public-use airport or
16 adjacent airspace.

17 “(b) PROCEEDING.—The designated officer shall pro-
18 vide an opportunity for public comment on the proposal
19 for a period of at least 60 days.

20 “(c) DECISION.—Not later than 30 days after the
21 last day of the public comment period, the designated offi-
22 cer shall—

23 “(1) determine whether the proposal is in the
24 public interest, including whether any material re-
25 duction in access to a public-use airport or adjacent

1 airspace has been mitigated to the maximum extent
2 practicable; and

3 “(2) approve or disapprove the proposal on that
4 basis.

5 “(d) RELATIONSHIP TO OTHER REQUIREMENTS.—
6 Notwithstanding section 90501(c), a proposal described in
7 subsection (a)—

8 “(1) shall be subject to the process established
9 in this section; and

10 “(2) may not be implemented unless approved
11 under this section.

12 “(e) APPEALS AND SECRETARIAL REVIEW.—

13 “(1) WRITTEN PETITION FOR REVIEW.—A peti-
14 tion for an appeal of a decision of the designated of-
15 ficer under subsection (c) shall be submitted in writ-
16 ing to the Secretary not later than 30 days after the
17 date of the decision.

18 “(2) SECRETARIAL REVIEW.—The Secretary
19 shall review and make a determination with respect
20 to a timely filed petition under paragraph (1) not
21 later than 30 days after the date of receipt of the
22 petition.

23 “(f) DECISIONAL STANDARDS.—In making a deter-
24 mination under this section, neither the Secretary nor the

1 designated officer may consider any factor not directly
2 germane to—

3 “(1) the safe operation or navigation of an air-
4 craft; or

5 “(2) the sufficiency of mitigation efforts related
6 to a material reduction in access to a public-use air-
7 port or adjacent airspace.

8 “(g) JUDICIAL REVIEW.—

9 “(1) IN GENERAL.—Any determination made by
10 the Secretary under subsection (e)(2) shall be sub-
11 ject to judicial review pursuant to subsections (a),
12 (b), (d), and (e) of section 46110.

13 “(2) STANDARD OF REVIEW.—

14 “(A) DISAPPROVALS.—In the case of a pe-
15 tition filed under section 46110(a) to review a
16 determination of the Secretary that disapproves
17 a proposal, the court shall, without deference to
18 the Secretary’s determination, review de novo
19 the record to determine if the Secretary’s deter-
20 mination is in the public interest.

21 “(B) APPROVALS.—In the case of a peti-
22 tion filed under section 46110(a) to review a
23 determination of the Secretary that approves a
24 proposal, the court may overturn the approval

1 only upon a finding of clear error or an abuse
2 of discretion.

3 **“§ 90706. Definitions**

4 “In this chapter, the following definitions apply:

5 “(1) MATERIAL REDUCTION.—The term ‘mate-
6 rial reduction’ means, with respect to access to a
7 public-use airport, including a general aviation or
8 rural airport, a materially diminished ability to safe-
9 ly operate or navigate to or from the airport or adja-
10 cent airspace during a time of day, weather condi-
11 tion, or season of the year.

12 “(2) RURAL AIRPORT.—The term ‘rural airport’
13 means a public-use airport located in a rural area
14 (as that term is defined in section 520 of the Hous-
15 ing Act of 1949 (42 U.S.C. 1490)).

16 **“CHAPTER 909—CONTINUITY OF AIR**
17 **TRAFFIC SERVICES TO DEPARTMENT**
18 **OF DEFENSE AND OTHER PUBLIC**
19 **AGENCIES**

“Sec.

“90901. Continuity of air traffic services provided by Department of Defense.

“90902. Military and other public aircraft exempt from user fees.

“90903. Air traffic services for Federal agencies.

“90904. Emergency powers of Armed Forces.

“90905. Adherence to international agreements related to operations of Armed
Forces.

“90906. Primacy of Armed Forces in times of war.

“90907. Cooperation with Department of Defense and other Federal agencies
after date of transfer.

1 **“§ 90901. Continuity of air traffic services provided**
2 **by Department of Defense**

3 “After the date of transfer, the Department of De-
4 fense, as directed by the President, is authorized and per-
5 mitted to provide air traffic services within United States
6 airspace and international airspace delegated to the
7 United States.

8 **“§ 90902. Military and other public aircraft exempt**
9 **from user fees**

10 “The Corporation may not impose charges or fees for
11 operations of aircraft owned or operated by the Armed
12 Forces or other aircraft that qualify as public aircraft
13 under sections 40102(a) and 40125.

14 **“§ 90903. Air traffic services for Federal agencies**

15 “Before the date of transfer, the Secretary shall es-
16 tablish processes, requirements, procedures, and regula-
17 tions and take any other measure necessary, consistent
18 with the purposes of this subtitle, to ensure that all United
19 States Government activities supported by the FAA’s op-
20 eration of air traffic services as of the date of transfer
21 receive support from the Corporation after the date of
22 transfer and on an ongoing basis.

23 **“§ 90904. Emergency powers of Armed Forces**

24 “The requirements of section 90501 shall not apply
25 to airspace actions necessitated by an exercise of authority
26 under section 40106.

1 **“§ 90905. Adherence to international agreements re-**
2 **lated to operations of Armed Forces**

3 “In carrying out section 90503, the Corporation shall
4 ensure that the obligations described in that section in-
5 clude obligations related to operations of the Armed
6 Forces.

7 **“§ 90906. Primacy of Armed Forces in times of war**

8 “The President may make temporary transfers to the
9 Secretary of Defense pursuant to section 40107(b).

10 **“§ 90907. Cooperation with Department of Defense**
11 **and other Federal agencies after date of**
12 **transfer**

13 “At least 1 year prior to the date of transfer, the
14 Corporation, the Department of Transportation, and each
15 Federal department or agency supported by the FAA’s op-
16 eration of air traffic services, including the Armed Forces,
17 shall enter into a tripartite agreement to—

18 “(1) ensure cooperation between the Corpora-
19 tion and the department or agency on the delivery
20 of air traffic services;

21 “(2) facilitate the safe provision of air traffic
22 services to the department or agency; and

23 “(3) address how the Corporation and the de-
24 partment or agency will coordinate and communicate
25 on the day-to-day operations of the national airspace
26 system.

1 **“CHAPTER 911—EMPLOYEE MANAGEMENT**

“Sec.

“91101. Definitions.

“91102. Employee management and benefits election.

“91103. Labor and employment policy.

“91104. Bargaining units.

“91105. Recognition of labor organizations.

“91106. Collective-bargaining agreements.

“91107. Collective-bargaining dispute resolution.

“91108. Potential and pending grievances, arbitrations, and settlements.

“91109. Prohibition on striking and other activities.

“91110. Legal action.

2 **“§ 91101. Definitions**

3 “In this chapter, the following definitions apply:

4 “(1) AGENCY.—The term ‘Agency’ means, as
5 the context requires, the Department of Transpor-
6 tation or the FAA.

7 “(2) AIR TRAFFIC CONTROLLER.—

8 “(A) IN GENERAL.—The term ‘air traffic
9 controller’ means an employee of the Corpora-
10 tion who, in an air traffic control facility or
11 flight service station facility—

12 “(i) is actively engaged—

13 “(I) in the separation and control
14 of air traffic; or

15 “(II) in providing preflight,
16 inflight, or airport advisory service to
17 aircraft operators; or

18 “(ii) is the immediate supervisor of
19 any employee described in clause (i).

1 “(B) LIMITATION.—Notwithstanding sub-
2 paragraph (A), the definition of ‘air traffic con-
3 troller’ for purposes of section 8336(e) of chap-
4 ter 83 of title 5 and section 8412(e) of chapter
5 84 of such title shall mean only employees ac-
6 tively engaged in the separation of air traffic
7 and the immediate supervisors of such employ-
8 ees, as set forth in section 8331(30) of such
9 title, and section 8401(35) of such title.

10 “(3) AUTHORITY.—The term ‘Authority’ means
11 the Federal Labor Relations Authority, as described
12 in section 7104(a) of title 5.

13 “(4) SERVICE.—The term ‘Service’ means the
14 Federal Mediation and Conciliation Service estab-
15 lished by section 202 of the Labor Management Re-
16 lations Act, 1947 (29 U.S.C. 172).

17 **“§91102. Employee management and benefits elec-**
18 **tion**

19 “(a) AUTHORITY OF CEO.—

20 “(1) IN GENERAL.—Except as otherwise pro-
21 vided by law, the CEO shall classify and fix the com-
22 pensation and benefits of employees in the Corpora-
23 tion.

24 “(2) NEGOTIATIONS.—In developing, making
25 changes to, and implementing wages, hours, and

1 other terms and conditions of employment, including
2 when establishing the compensation and benefits
3 program under section 90316(c), the Corporation
4 shall negotiate with exclusive representatives recog-
5 nized under section 91105.

6 “(3) BEFORE DATE OF TRANSFER.—For pur-
7 poses of paragraph (2), before the date of transfer,
8 the term ‘exclusive representatives recognized under
9 section 91105’ shall refer to labor organizations rec-
10 ognized under section 7111 of title 5 as exclusive
11 representatives of FAA employees.

12 “(b) FORMER FEDERAL EMPLOYEES.—

13 “(1) FEDERAL RETIREMENT BENEFITS.—

14 “(A) ELECTION OF RETIREMENT BENE-
15 FITS.—At least 90 days before the date of
16 transfer, an employee transferring to the Cor-
17 poration who will be subject to either the Civil
18 Service Retirement System under chapter 83 of
19 title 5 (in this section referred to as ‘CSRS’) or
20 the Federal Employees Retirement System
21 under chapter 84 of title 5 (in this section re-
22 ferred to as ‘FERS’) on the day immediately
23 preceding the date of transfer shall elect either
24 to—

1 “(i) retain the employee’s coverage
2 under either CSRS or FERS, as applica-
3 ble, in lieu of coverage by the Corpora-
4 tion’s employee benefits system established
5 under section 90316(c); or

6 “(ii) receive a deferred annuity, lump-
7 sum benefit, or any other benefit available
8 to the employee under CSRS or FERS, in
9 the same manner that would have been
10 available to the employee if the employee
11 had voluntarily separated from Federal
12 employment on the day before the date of
13 transfer.

14 “(B) THRIFT SAVINGS PLAN ACCOUNTS.—
15 An employee who makes the election under sub-
16 paragraph (A)(ii) shall have the option to trans-
17 fer the balance in the employee’s Thrift Savings
18 Plan account to the plan under the Corpora-
19 tion’s retirement system, consistent with appli-
20 cable law and the terms of the Corporation’s
21 plan.

22 “(C) PERIODIC ELECTION.—The Corpora-
23 tion shall provide for periodic election seasons
24 during which an employee who transferred to
25 the Corporation on the date of transfer may be-

1 come eligible for retirement benefits under the
2 Corporation’s employee benefits system estab-
3 lished under section 90316(c) by making an
4 election under subparagraph (A)(ii).

5 “(D) CONTINUITY OF ANNUITANT BENE-
6 FITS.—Notwithstanding any other provision of
7 law, any individual who is receiving an annuity
8 under chapter 83 or chapter 84 of title 5 may
9 continue to receive such annuity while employed
10 by the Corporation.

11 “(E) HIGH-3 DETERMINATION.—With re-
12 spect to any employee who retains CSRS or
13 FERS coverage pursuant to subparagraph (A),
14 such employee’s basic pay while with the Cor-
15 poration shall be included in any determination
16 of such employee’s average pay under section
17 8331(4) or 8401(3), as the case may be, of title
18 5 when calculating the annuity (if any) of such
19 employee. For purposes of this section, an em-
20 ployee’s basic pay shall be defined as such em-
21 ployee’s total annual salary or wages from the
22 Corporation, including any location-based ad-
23 justment.

24 “(2) PAYMENTS TO CIVIL SERVICE RETIRE-
25 MENT AND DISABILITY FUND.—For employees of the

1 Corporation who elect to retain their coverage under
2 either CSRS or FERS pursuant to paragraph (1),
3 the Corporation shall only be required to pay to the
4 Civil Service Retirement and Disability Fund—

5 “(A) such employee deductions and agency
6 contributions as are required by sections 8334,
7 8422, and 8423 of title 5; and

8 “(B) such additional amounts, not to ex-
9 ceed 2 percent of the amounts under subpara-
10 graph (A), as are determined necessary by the
11 Office of Personnel Management to pay the cost
12 of administering retirement benefits for employ-
13 ees who retire from the Corporation after the
14 date of transfer under either CSRS or FERS,
15 for their survivors, and for survivors of employ-
16 ees of the Corporation who die after the date of
17 transfer (which amounts shall be available to
18 the Office of Personnel Management as pro-
19 vided in section 8348(a)(1)(B) of title 5).

20 “(3) THRIFT SAVINGS FUND.—The Corporation
21 shall pay to the Thrift Savings Fund such employee
22 and agency contributions as are required by section
23 8432 of title 5 for employees who elect to retain
24 their coverage under FERS pursuant to paragraph
25 (1).

1 “(4) HEALTH BENEFITS PLAN ELECTION.—Any
2 employee of the Corporation who was subject to the
3 Federal Employees Health Benefits Program under
4 chapter 89 of title 5 (in this section referred to as
5 ‘FEHBP’) on the day immediately preceding the
6 date of transfer shall have the option to receive
7 health benefits from a health benefit plan estab-
8 lished by the Corporation under section 90316(e) or
9 to continue coverage under FEHBP without inter-
10 ruption.

11 “(5) PAYMENTS TO EMPLOYEES HEALTH BENE-
12 FITS FUND.—For employees of the Corporation who
13 elect to retain their coverage under FEHBP pursu-
14 ant to paragraph (4), the Corporation shall pay to
15 the Employees Health Benefits Fund—

16 “(A) such employee deductions and agency
17 contributions as are required by subsections (a)
18 through (f) of section 8906 of title 5; and

19 “(B) such amounts as are determined nec-
20 essary by the Office of Personnel Management
21 under paragraph (6) to reimburse the Office of
22 Personnel Management for contributions under
23 section 8906(g)(1) of title 5.

24 “(6) REIMBURSEMENT AMOUNTS.—The
25 amounts required to be paid by the Corporation

1 under paragraph (5)(B) shall be equal to the
2 amount of Government contributions for retired em-
3 ployees who retire from the Corporation after the
4 date of transfer under either CSRS or FERS, for
5 survivors of such retired employees, and for sur-
6 vivors of employees of the Corporation who die after
7 the date of transfer, with said amounts prorated to
8 reflect only that portion of the total service of such
9 employees and retired persons that was performed
10 for the Corporation after the date of transfer.

11 “(7) ADDITIONAL BENEFITS.—Subject to the
12 provisions of this chapter, any employee of the Cor-
13 poration who was subject to the provisions of sub-
14 chapter I of chapter 85 (concerning unemployment
15 compensation) and chapters 87 (concerning life in-
16 surance), 89A (concerning enhanced dental bene-
17 fits), and 89B (concerning enhanced vision benefits)
18 of title 5 shall have the option to continue coverage
19 under such provisions without interruption in lieu of
20 applicable coverage by the Corporation’s employee
21 benefits system established under section 90316(c).
22 The Corporation shall withhold from pay, and shall
23 make contributions, under the provisions of title 5
24 referred to in this subsection at the same rates ap-

1 applicable to agencies of the Federal Government for
2 such employees.

3 “(8) WORKERS COMPENSATION.—Officers and
4 employees of the Corporation shall be covered by,
5 and shall be considered employees for purposes of,
6 subchapter I of chapter 81 of title 5 (concerning
7 compensation for work injuries). The Corporation
8 shall make contributions to the Employees’ Com-
9 pensation Fund under the provisions of section 8147
10 of title 5 at the same rates applicable to agencies of
11 the Federal Government.

12 “(9) NON-FOREIGN AREA.—To the extent con-
13 sistent with law, the Non-Foreign Area Retirement
14 Equity Assurance Act of 2009 shall apply to officers
15 and employees of the Corporation transferred under
16 section 90316.

17 “(10) TRANSFER OF LEAVE.—Sick and annual
18 leave, credit hours, and compensatory time of offi-
19 cers and employees of the Corporation, whether ac-
20 crued before or after the date of transfer, shall be
21 obligations of the Corporation under the provisions
22 of this chapter.

23 “(11) WHISTLEBLOWER PROTECTION.—Neither
24 the Corporation, nor any officer or employee of the
25 Corporation, may take any action described in sub-

1 section (b)(8), (b)(9), or (b)(13), or the final para-
2 graph of subsection (b), of section 2302 of title 5
3 (relating to whistleblower protection).

4 **“§ 91103. Labor and employment policy**

5 “(a) APPLICATION OF CHAPTER 71 OF TITLE 5.—
6 To the extent not inconsistent with this chapter, labor-
7 management relations shall be subject to the provisions
8 of chapter 71 of title 5, provided that the obligation of
9 the Corporation and an exclusive bargaining representa-
10 tive recognized under section 91105 to bargain collectively
11 in good faith over conditions of employment shall mean
12 to bargain over the same wages, hours, and other terms
13 and conditions of employment as are negotiable under sec-
14 tion 8(d) of the Act of July 5, 1935, as amended (29
15 U.S.C. 158(d)), and without application of section
16 7103(a)(14) of title 5 and section 7117 of title 5, which
17 shall not apply.

18 “(b) APPLICABILITY.—To the limited extent nec-
19 essary for the implementation of this chapter, the Cor-
20 poration shall have the rights and obligations of an agency
21 under chapter 71 of title 5.

22 “(c) APPLICATION OF FAIR LABOR STANDARDS
23 ACT.—The provisions of the Fair Labor Standards Act
24 of 1938 (29 U.S.C. 201 et seq.) shall apply to the Cor-
25 poration and to its officers and employees.

1 “(d) REPORTING AND DISCLOSURE.—The provisions
2 of the Labor-Management Reporting and Disclosure Act
3 of 1959 (29 U.S.C. 401 et seq.) shall be applicable to labor
4 organizations that have or are seeking to attain recogni-
5 tion under section 91105, and to such organizations’ offi-
6 cers, agents, shop stewards, other representatives, and
7 members.

8 “(e) RIGHT TO COLLECTIVELY BARGAIN.—Each em-
9 ployee of the Corporation shall have the right, freely and
10 without fear of penalty or reprisal, to form, join, and assist
11 a labor organization or to refrain from any such activity,
12 and each employee shall be protected in the exercise of
13 this right. Such right shall include the right to engage in
14 collective bargaining with respect to the same wages,
15 hours, and other terms and conditions of employment as
16 are negotiable under section 8(d) of the Act of July 5,
17 1935, as amended (29 U.S.C. 158(d)).

18 **“§ 91104. Bargaining units**

19 “(a) IN GENERAL.—Pursuant to section 7112 of title
20 5 and subject to the requirements of this chapter, the Au-
21 thority shall decide in each case the unit appropriate for
22 collective bargaining with the Corporation.

23 “(b) PREVIOUSLY CERTIFIED UNITS.—Notwith-
24 standing subsection (a), the Authority may not adopt, cer-
25 tify, or decide upon bargaining units that include employ-

1 ees in bargaining units previously certified by the Author-
2 ity that are smaller in geographic scope than such pre-
3 viously certified bargaining units, unless the Authority
4 finds by compelling evidence that such previously certified
5 units would not, absent modification, remain units appro-
6 priate for collective bargaining with the Corporation.

7 “(c) OTHER UNITS.—

8 “(1) PREVIOUS CERTIFICATIONS.—Notwith-
9 standing subsection (a) or (b), the Authority shall
10 not recognize or certify any bargaining unit different
11 than the bargaining units previously certified by the
12 Authority prior to the date described in section
13 91105(g).

14 “(2) SUPERVISORS AND MANAGEMENT OFFI-
15 CIALS.—Notwithstanding section 7135(a)(2) of title
16 5, a bargaining unit may not include, or be modified
17 to include, any supervisor or management official, as
18 those terms are defined in section 7103(a) of title 5.

19 **“§ 91105. Recognition of labor organizations**

20 “(a) APPLICATION OF CHAPTER 71 OF TITLE 5.—
21 To the extent not inconsistent with this chapter, section
22 7111 of title 5 shall apply to the recognition and certifi-
23 cation of labor organizations for the employees of the Cor-
24 poration and the Corporation shall accord exclusive rec-
25 ognition to and bargain collectively with a labor organiza-

1 tion when the organization has been selected by a majority
2 of the employees in an appropriate unit as their represent-
3 ative.

4 “(b) RECOGNITION OF EXCLUSIVE REPRESENTA-
5 TIVE.—Notwithstanding subsection (a), each labor organi-
6 zation that, immediately before the date of transfer, was
7 recognized as the exclusive representative for a bargaining
8 unit of employees of the Agency shall be deemed to be
9 recognized on the date of transfer or thereafter as the ex-
10 clusive representative for those employees of the Corpora-
11 tion in the same or similar bargaining unit unless another
12 representative for a bargaining unit of employees is cer-
13 tified pursuant to section 7111 of title 5 and this section.

14 “(c) EXPIRATION OF TERM.—Every collective-bar-
15 gaining agreement or arbitration award that applies to an
16 employee of the Agency and that is in force immediately
17 before the date of transfer continues in force until its term
18 expires. To the extent that the Corporation assumes the
19 functions and responsibilities that, prior to the date of
20 transfer, were conducted by the Agency, agreements and
21 supplements (including any arbitration award, as applica-
22 ble) covering employees of the Agency that are in effect
23 on the date of transfer shall continue to be recognized by
24 and binding on the Corporation, the bargaining represent-
25 ative, and all covered employees until altered or amended

1 pursuant to law. Any agreement, supplement, or arbitra-
2 tion award continued by this section is deemed to be an
3 agreement, supplement, or arbitration award binding on
4 the Corporation, the bargaining representative, and all
5 covered employees for purposes of this chapter and title
6 5.

7 “(d) LIMITATION ON APPLICATION.—Notwith-
8 standing section 91103, sections 7106 and 7113 of title
9 5 shall not apply to this chapter.

10 “(e) CONTINUATION OF BARGAINING.—If an exclu-
11 sive representative and the Agency are engaged in bar-
12 gaining (whether concerning a collective-bargaining agree-
13 ment, issues related to the transfer of functions and re-
14 sponsibilities from the Agency to the Corporation, or oth-
15 erwise) prior to the date of transfer, such bargaining shall
16 continue between the exclusive representative and the Cor-
17 poration, and the Corporation shall be bound by any com-
18 mitments made during bargaining by the Agency.

19 “(f) STATUTORY CONSTRUCTION.—Nothing in this
20 section may be construed to prohibit the waiving of hear-
21 ings by stipulation for the purpose of a consent election
22 in conformity with regulations and rules of decision of the
23 Authority.

24 “(g) LIMITATION.—Notwithstanding any other provi-
25 sion of this chapter or any provision of title 5, no bar-

1 gaining unit or part of a bargaining unit consisting of em-
2 ployees of the Corporation represented by a labor organi-
3 zation pursuant to subsection (b) may be reviewed, re-
4 scinded, amended, altered, or varied, other than—

5 “(1) to include in the unit any employees who
6 are not represented by a labor organization, or

7 “(2) to merge bargaining units that are rep-
8 resented by the same labor organization,
9 before the first day of the last 3 months of the first collec-
10 tive agreement entered into after the date of transfer that
11 applies to those employees and that has resulted from col-
12 lective bargaining between such labor organization and the
13 Corporation.

14 “(h) DEDUCTION.—

15 “(1) IN GENERAL.—Notwithstanding section
16 91103, section 7115 of title 5 shall not apply to this
17 chapter.

18 “(2) DUES.—When a labor organization holds
19 exclusive recognition, the Corporation shall deduct
20 the regular and periodic dues, initiation fees, and as-
21 sessments (not including fines and penalties) of the
22 organization from the pay of all members of the or-
23 ganization in the unit of recognition if the Corpora-
24 tion (or, before the date of transfer, the Agency) has
25 received from each employee, on whose account such

1 deductions are made, a written assignment which
2 shall be irrevocable for a period of not more than 1
3 year.

4 “(3) CONTINUATION.—Any agreement de-
5 scribed in subsection (c) that provides for deduction
6 by the Agency of the regular and periodic dues, initi-
7 ation fees, and assessments (not including fines and
8 penalties) of the labor organization from the pay of
9 its members shall continue in full force and effect
10 and the obligation for such deductions shall be as-
11 sumed by the Corporation. No such deduction may
12 be made from the pay of any employee except on the
13 employee’s written assignment, which shall be irrev-
14 ocable for a period of not more than 1 year.

15 **“§ 91106. Collective-bargaining agreements**

16 “(a) IN GENERAL.—Except as provided under section
17 91105(c), collective-bargaining agreements between the
18 Corporation and bargaining representatives shall be effec-
19 tive for not less than 2 years.

20 “(b) PROCEDURES.—Collective-bargaining agree-
21 ments between the Corporation and bargaining represent-
22 atives recognized under section 91105 may include proce-
23 dures for resolution by the parties of grievances and ad-
24 verse actions arising under the agreement, including pro-
25 cedures culminating in binding third-party arbitration, or

1 the parties may adopt such procedures by mutual agree-
2 ment in the event of a dispute. Such procedures shall be
3 applicable to disputes arising under section 91109.

4 “(c) LIMITATION ON APPLICATION.—Notwith-
5 standing section 91103, section 7121(c) of title 5 shall not
6 apply to this chapter.

7 “(d) DISPUTE RESOLUTION PROCEDURES.—The
8 Corporation and bargaining representatives recognized
9 under section 91105 may by mutual agreement adopt pro-
10 cedures for the resolution of disputes or impasses arising
11 in the negotiation of a collective-bargaining agreement.

12 **“§ 91107. Collective-bargaining dispute resolution**

13 “(a) RESOLUTION OF DISPUTES.—

14 “(1) IN GENERAL.—If, prior to 90 days after
15 the expiration of the term collective-bargaining
16 agreement or 90 days after the parties begin mid-
17 term negotiations, the Corporation and the exclusive
18 bargaining representative of the employees of the
19 Corporation (in this section referred to collectively
20 as the ‘parties’) do not reach an agreement under
21 sections 7114(a)(1), 7114(a)(4), and 7114(b) of title
22 5 (as such sections apply to the Corporation under
23 this chapter), or section 91106(d) of this chapter,
24 the Corporation and the bargaining representative
25 shall use the mediation services of the Service to at-

1 tempt to reach such agreement in accordance with
2 part 1425 of title 29, Code of Federal Regulations
3 (as in effect on the date of enactment of this sub-
4 title).

5 “(2) MEDIATION PERIOD.—The mediation pe-
6 riod under paragraph (1) may not exceed 60 days
7 unless extended by written agreement of the parties.

8 “(b) BINDING ARBITRATION FOR TERM BAR-
9 GAINING.—

10 “(1) THREE MEMBER PRIVATE ARBITRATION
11 BOARD.—If the mediation services of the Service
12 under subsection (a)(1) do not lead to the resolution
13 of issues in controversy arising from the negotiation
14 of a term collective-bargaining agreement, the par-
15 ties shall submit their issues in controversy to a pri-
16 vate arbitration board consisting of 3 members.

17 “(2) APPOINTMENT OF ARBITRATION BOARD.—

18 “(A) PREPARATION OF LIST OF ARBITRA-
19 TORS.—The Director of the Service shall pro-
20 vide for the appointment of the 3 members of
21 an arbitration board by—

22 “(i) preparing a list of not fewer than
23 15 names of arbitrators of nationwide rep-
24 utation and professional stature with at
25 least 20 years of experience in labor-man-

1 agement arbitration and considerable expe-
2 rience in interest arbitration in major in-
3 dustries; and

4 “(ii) providing the list to the parties.

5 “(B) SELECTION OF ARBITRATORS BY
6 PARTIES.—Not later than 10 days after receiv-
7 ing a list of names under subparagraph (A), the
8 parties shall each select one arbitrator. The ar-
9 bitrators selected by the parties do not need to
10 be arbitrators whose names appear on the list.

11 “(C) SELECTION OF THIRD ARBI-
12 TRATOR.—Not later than 7 days after the date
13 on which the 2 arbitrators are selected by the
14 parties under subparagraph (B), the 2 arbitra-
15 tors, acting jointly, shall select a third person
16 from the list prepared under subparagraph (A).

17 “(D) FAILURE TO ACT.—If either of the
18 parties fails to select a person or if the 2 arbi-
19 trators are unable to agree on the third person
20 in 7 days, the parties shall make the selection
21 by alternately striking names on the list pre-
22 pared under subparagraph (A), beginning with
23 the party chosen on a random basis, until one
24 arbitrator remains.

1 “(3) FRAMING ISSUES IN CONTROVERSY.—If
2 the parties do not agree on the framing of the issues
3 to be submitted for arbitration, the arbitration board
4 shall frame the issues.

5 “(4) HEARINGS.—The arbitration board shall
6 give the parties a full and fair hearing, including an
7 opportunity to present evidence and witnesses in
8 support of their claims and an opportunity to
9 present their case in person, by counsel, or by other
10 representative as they may elect.

11 “(5) DECISIONS.—The arbitration board shall
12 render its written decision not later than 90 days
13 after the date of its appointment. Decisions of the
14 arbitration board shall be conclusive and binding
15 upon the parties.

16 “(6) EVIDENCE.—The arbitration board shall
17 consider and afford the proper weight to all of the
18 evidence presented by the parties.

19 “(7) COSTS.—The parties shall share costs of
20 the arbitration equally.

21 “(c) RATIFICATION OF AGREEMENTS.—Upon reach-
22 ing a voluntary agreement or at the conclusion of the bind-
23 ing arbitration under subsection (b), the final agreement,
24 except for those matters decided by a private arbitration
25 board, shall be—

1 “(1) subject to ratification by the exclusive bar-
2 gaining representative of the employees, if so re-
3 quested by the bargaining representative; and

4 “(2) subject to approval by the head of the Cor-
5 poration in accordance with section 7114(c) of title
6 5.

7 “(d) MID-TERM BARGAINING.—

8 “(1) PREPARATION OF LIST OF ARBITRA-
9 TORS.—If the mediation services of the Service
10 under subsection (a) do not lead to the resolution of
11 issues in controversy arising from the negotiation of
12 a mid-term collective-bargaining agreement, the Di-
13 rector shall provide the parties a list of not fewer
14 than 10 names of arbitrators of nationwide reputa-
15 tion and professional stature with at least 20 years
16 of experience in labor-management arbitration and
17 considerable experience in interest arbitration in
18 major industries.

19 “(2) SELECTION OF ARBITRATOR.—The parties
20 shall alternately strike names on the list, beginning
21 with the party chosen on a random basis, until one
22 arbitrator remains.

23 “(3) DECISION.—The arbitrator shall hold a
24 hearing, and not later than 90 days after date of the
25 appointment of the arbitrator, issue a written deci-

1 sion resolving the issues in controversy. The decision
2 shall be conclusive and binding upon the parties.

3 “(e) ENFORCEMENT.—To enforce this section, either
4 party may bring suit in the United States District Court
5 for the District of Columbia, which shall hear and resolve
6 the enforcement action on an expedited basis.

7 “(f) APPLICATION.—Notwithstanding section
8 91103(a), section 7119 of title 5 shall not apply to this
9 chapter.

10 **“§ 91108. Potential and pending grievances, arbitra-**
11 **tions, and settlements**

12 “(a) IN GENERAL.—The Corporation is deemed to be
13 the employer referred to in any agreement or supplement
14 referred to in section 91105(e) for the purpose of any arbi-
15 tration proceeding or arbitration award. Any agreement
16 concerning any employee that resolves a potential or filed
17 grievance that is binding on the Agency shall, to the extent
18 that the employee becomes an employee of the Corpora-
19 tion, become binding on the Corporation.

20 “(b) EXISTING BINDING AGREEMENTS.—Any agree-
21 ment or supplement referred to in section 91105(e) is
22 binding on—

23 “(1) the Corporation as if it were the employer
24 referred to in such agreement or supplement;

1 “(2) the bargaining representative that is a
2 party to the agreement or supplement; and

3 “(3) the employees of the Corporation in the
4 bargaining unit with respect to whom that bar-
5 gaining representative has been certified.

6 “(c) JURISDICTION.—Subject to section 91103, the
7 Authority shall retain jurisdiction over all matters arising
8 before the date of transfer in relation to the interpretation
9 and application of any agreement or supplement referred
10 to in section 91105(c), whether or not such agreement or
11 supplement has expired.

12 “(d) EXISTING GRIEVANCES OR ARBITRATIONS.—
13 Grievances or arbitrations that were filed or commenced
14 before the date of transfer with respect to any agreement
15 or supplement referred to in section 91105(c) shall be con-
16 tinued as though the Corporation were the employer re-
17 ferred to in the agreement or supplement.

18 “(e) PROCEEDINGS AFTER DATE OF TRANSFER.—
19 Where events giving rise to a grievance under any agree-
20 ment or supplement referred to in section 91105(c) oc-
21 curred before the date of transfer but the proceedings had
22 not commenced before that date, the proceedings may be
23 commenced on or after the date of transfer in accordance
24 with such agreement or supplement as though the Cor-

1 poration were the employer referred to in such agreement
2 or supplement.

3 “(f) ACTIONS DEEMED TO BE BY CORPORATION.—
4 For the purposes of subsections (c), (d), and (e), anything
5 done, or not done, by the Agency is deemed to have been
6 done, or to have not been done, as the case may be, by
7 the Corporation.

8 “(g) EXCEPTIONS TO ARBITRAL AWARDS.—

9 “(1) IN GENERAL.—Notwithstanding section
10 91103, section 7122 of title 5 shall not apply to this
11 chapter.

12 “(2) ACTIONS TO VACATE.—Either party to
13 grievance arbitration under this chapter may file an
14 action pursuant to section 91110(a) to enforce the
15 arbitration process or to vacate or enforce an arbi-
16 tration award. An arbitration award may only be va-
17 cated on the grounds, and pursuant to the stand-
18 ards, that would be applicable to an action to vacate
19 an arbitration award brought in the Federal courts
20 under section 301 of the Labor Management Rela-
21 tions Act, 1947 (29 U.S.C. 185).

22 **“§ 91109. Prohibition on striking and other activities**

23 “(a) IN GENERAL.—Employees of the Corporation
24 are prohibited from—

1 “(1) participating in a strike, work stoppage, or
2 slowdown against the Corporation; or

3 “(2) picketing the Corporation in a labor-man-
4 agement dispute if such picketing interferes with the
5 Corporation’s operations.

6 “(b) TERMINATION.—An employee who participates
7 in an activity described in subsection (a) shall be termi-
8 nated from employment with the Corporation.

9 **“§ 91110. Legal action**

10 “(a) IN GENERAL.—Consistent with the require-
11 ments of section 90315, actions to enforce the arbitration
12 process or vacate or enforce an arbitral award under sec-
13 tion 91108(g)(2) between the Corporation and a labor or-
14 ganization representing Corporation employees, or be-
15 tween any such labor organizations, may be brought in
16 any district court of the United States having jurisdiction
17 of the parties, without respect to the amount in con-
18 troversy.

19 “(b) AUTHORIZED ACTS.—A labor organization rec-
20 ognized under section 91105 and the Corporation shall be
21 bound by the authorized acts of their agents. Any labor
22 organization may sue or be sued as an entity and on behalf
23 of the employees whom it represents in the courts of the
24 United States. Any money judgment against a labor orga-
25 nization in a district court of the United States shall be

1 enforceable only against the organization as an entity and
2 against its assets, and shall not be enforceable against any
3 individual member or his assets.

4 “(c) JURISDICTION.—Under this subtitle, for the
5 purposes of actions and proceedings by or against labor
6 organizations in the district courts of the United States,
7 district courts shall be deemed to have jurisdiction of a
8 labor organization—

9 “(1) in the district in which such organization
10 maintains its principal offices; or

11 “(2) in any district in which its duly authorized
12 officers or agents are engaged in representing or
13 acting for employee members.

14 “(d) SUMMONS OR SUBPOENA.—The service of sum-
15 mons, subpoena, or other legal process of any court of the
16 United States upon an officer or agent of a labor organiza-
17 tion, in his capacity as such, shall constitute service upon
18 the labor organization.

19 **“CHAPTER 913—OTHER MATTERS**

“Sec.

“91301. Termination of Government functions.

“91302. Savings provisions.

20 **“§ 91301. Termination of Government functions**

21 “Except as otherwise provided in this subtitle, when-
22 ever any function vested by law in the Secretary, Adminis-
23 trator, Department of Transportation, or FAA has been

1 transferred to the Corporation pursuant to this subtitle,
2 it shall no longer be a function of the Government.

3 **“§ 91302. Savings provisions**

4 “(a) COMPLETED ADMINISTRATIVE ACTIONS.—

5 “(1) IN GENERAL.—Completed administrative
6 actions of the Department of Transportation or the
7 FAA shall not be affected by the enactment of this
8 subtitle, but shall continue in effect according to
9 their terms until amended, modified, superseded,
10 terminated, set aside, or revoked in accordance with
11 law.

12 “(2) COMPLETED ADMINISTRATIVE ACTION DE-
13 FINED.—In paragraph (1), the term ‘completed ad-
14 ministrative action’ includes orders, determinations,
15 rules, regulations, personnel actions, permits, agree-
16 ments, grants, contracts, certificates, licenses, reg-
17 istrations, and privileges.

18 “(b) CONTINUED EFFECTIVENESS OF PENDING AC-
19 TIONS.—

20 “(1) PENDING ACTIONS AND PROCEEDINGS.—

21 The provisions of this subtitle shall not affect any
22 proceedings of the Department of Transportation or
23 the FAA pending on the date of transfer, includ-
24 ing—

1 “(A) notices of proposed rulemaking re-
2 lated to activities of the FAA, without regard to
3 whether the activities are transferred to the
4 Corporation; and

5 “(B) an application for a license, a permit,
6 a certificate, or financial assistance pending on
7 the date of transfer before the Department of
8 Transportation or the FAA, or any officer
9 thereof, with respect to activities of the Depart-
10 ment or the FAA, without regard to whether
11 the activities are transferred to the Corpora-
12 tion.

13 “(2) EFFECT OF ORDERS.—Orders issued in
14 any proceedings referred to in paragraph (1) shall
15 continue in effect until modified, terminated, super-
16 seded, or revoked in accordance with law. Nothing in
17 this subsection prohibits the discontinuance or modi-
18 fication of any such proceeding under the same
19 terms and conditions and to the same extent that
20 such proceeding could have been discontinued or
21 modified if this subtitle had not been enacted.

22 “(c) CONTINUED EFFECTIVENESS OF ADMINISTRA-
23 TIVE AND JUDICIAL ACTIONS.—No causes of action or ac-
24 tions by or against the Department of Transportation or
25 the FAA arising from acts or omissions occurring before

1 the date of transfer shall abate by reason of the enactment
2 of this subtitle.

3 “(d) SUBSTITUTION OR ADDITION OF PARTIES TO
4 JUDICIAL ACTIONS.—Except as provided by subsection
5 (e)(2), if, on the date of transfer, the Department of
6 Transportation or the FAA, or any officer thereof in the
7 officer’s capacity, is a party to an action and, under this
8 subtitle, the performance of that activity of the Depart-
9 ment, FAA, or officer is transferred to the Corporation,
10 such action shall be continued with the CEO substituted
11 or added as a party.

12 “(e) AIR TRAFFIC SERVICES LIABILITIES AND OBLI-
13 GATIONS.—

14 “(1) ASSUMPTION OF OBLIGATIONS.—Except as
15 provided in paragraph (2), the Corporation shall as-
16 sume—

17 “(A) all obligations (tangible and incorpo-
18 real, present, and executory) associated with the
19 air traffic services transferred under this sub-
20 title on the date of transfer, including leases,
21 permits, licenses, contracts, agreements, ac-
22 counts receivable, and accounts payable; and

23 “(B) all claims and liabilities associated
24 with the air traffic services transferred under
25 this subtitle pending on the date of transfer.

1 “(2) CLAIMS AND ACTIONS THAT REMAIN LI-
2 ABILITIES OF UNITED STATES.—

3 “(A) CLAIMS AND ACTIONS ARISING IN
4 TORT.—All claims and actions arising in tort
5 pending on the date of transfer and arising out
6 of the alleged acts or omissions of employees of
7 the FAA who transfer to the Corporation shall
8 remain liabilities of the United States.

9 “(B) CONTINGENT LIABILITIES.—All con-
10 tingent liabilities existing on the date of trans-
11 fer shall remain with the United States, includ-
12 ing (without limitation) environmental and in-
13 tellectual property infringement claims.

14 “(C) OTHER CLAIMS AND LIABILITIES.—
15 All other claims and liabilities arising out of the
16 alleged acts or omissions of the United States
17 before the date of transfer (including those aris-
18 ing under an agreement referred to in section
19 91105(c)) whose remedy is financial or mone-
20 tary in nature shall remain liabilities of the
21 United States.

22 “(D) ACCESS OF FEDERAL REPRESENTA-
23 TIVES TO EMPLOYEES AND RECORDS.—The
24 Secretary shall ensure that, before the date of
25 transfer, the Corporation has agreed to allow

1 representatives of the Secretary and the Attor-
2 ney General such access as they may require to
3 employees and records of the Corporation for
4 all purposes relating to the handling of such
5 claims under this paragraph.

6 **“CHAPTER 915—CONGRESSIONAL OVER-**
7 **SIGHT OF AIR TRAFFIC SERVICES**
8 **PROVIDER**

“Sec.

“91501. Inspector General reports to Congress on transition.

“91502. State of air traffic services.

“91503. Submission of annual financial report.

“91504. Submission of strategic plan.

“91505. Submission of annual action plan.

9 **“§ 91501. Inspector General reports to Congress on**
10 **transition**

11 “(a) IN GENERAL.—Before the date of transfer, the
12 Inspector General of the Department of Transportation
13 shall submit regular reports to Congress on the progress
14 of the preparation of the Department of Transportation
15 and of the Corporation for the transfer of operational con-
16 trol of air traffic services under this subtitle.

17 “(b) TIMING.—The reports described in subsection
18 (a) shall be submitted, at a minimum, on a quarterly basis
19 until the date of transfer.

20 “(c) SUNSET.—This section shall expire on the date
21 of transfer.

1 “(d) STATUTORY CONSTRUCTION.—Nothing in this
2 section may be construed to limit the authority of the In-
3 spector General of the Department of Transportation to
4 conduct oversight of the Department of Transportation’s
5 interactions with the Corporation after the date of trans-
6 fer.

7 **“§ 91502. State of air traffic services**

8 “(a) REPORT.—Not later than 2 years after the date
9 of transfer, and on or before March 31 of every second
10 year beginning thereafter—

11 “(1) the Corporation shall submit to the Sec-
12 retary a report on the state of air traffic services;
13 and

14 “(2) the Secretary shall submit the report to
15 Congress.

16 “(b) CONTENTS.—The report shall include, as appro-
17 priate, information on—

18 “(1) access to airports and services for all
19 users, including access with respect to rural areas;

20 “(2) charges and fees, safety, and areas in
21 which the Corporation has identified efficiencies in
22 the system, including staffing and facilities realign-
23 ment or consolidation;

24 “(3) the safe, fair, and timely provision of air
25 traffic services by the Corporation;

1 “(4) the sound operation of the Corporation
2 and the impact of any activities of the Corporation
3 on United States airspace;

4 “(5) the cooperation and interaction of the Cor-
5 poration with the Department of Defense, the De-
6 partment of Transportation, the FAA, and other
7 Federal departments and agencies, including any
8 agreements between the Corporation and those de-
9 partments and agencies;

10 “(6) compliance of the Corporation with United
11 States obligations under international treaties and
12 agreements;

13 “(7) compliance of the Corporation with Fed-
14 eral safety, environmental, corporate, and tax laws
15 and regulations;

16 “(8) compliance of the Corporation with Fed-
17 eral laws related to employees of the Corporation;

18 “(9) follow-up on Inspector General and Gov-
19 ernment Accountability Office audits, investigations,
20 and reports involving the Corporation, including any
21 recommendations included in such reports;

22 “(10) compliance of the Corporation with other
23 Federal requirements, including requirements relat-
24 ing to public disclosure, publication of fees, annual

1 reporting, and establishment of the Advisory Board
2 and other committees;

3 “(11) actions and activities of the CEO and
4 Board and their adherence to their duties and re-
5 sponsibilities;

6 “(12) compliance of the Corporation with re-
7 quirements related to rural, remote, and small com-
8 munity air traffic services;

9 “(13) compliance of the Corporation with re-
10 quirements related to claims of incorrect fees and
11 resolution of fee disputes;

12 “(14) compliance of the Corporation with re-
13 quirements to report safety violations to the FAA,
14 cooperate with FAA investigations, and assist in
15 FAA enforcement actions;

16 “(15) actions in times of emergencies and times
17 of war;

18 “(16) progress made by the Corporation in im-
19 plementing system modernization efforts and ongo-
20 ing capital investments, plans of the Corporation for
21 next steps in implementing such efforts and invest-
22 ments, current efficiencies and benefits of previously
23 implemented systems improvements, and current
24 needs for improvement; and

1 “(17) such other matters as the Secretary, in
2 consultation with the Administrator, determines ap-
3 propriate.

4 **“§ 91503. Submission of annual financial report**

5 “(a) ANNUAL FINANCIAL REPORT.—

6 “(1) IN GENERAL.—Not later than 1 year after
7 the date of transfer, and annually thereafter, the
8 Corporation shall publish a report on the activities
9 of the Corporation during the prior year.

10 “(2) CONTENTS; AVAILABILITY.—The annual
11 report shall contain financial and operational per-
12 formance information regarding the Corporation, as
13 well as information on the compensation (including
14 bonuses and other financial incentives) of each Di-
15 rector, the CEO, and officers of the Corporation,
16 and shall be made publicly available.

17 “(3) PROPRIETY INFORMATION.—The Corpora-
18 tion shall ensure that any propriety information that
19 may be contained in the annual report is not made
20 public.

21 “(b) SUBMISSION.—Each year, on the date the an-
22 nual report required pursuant to subsection (a) is pub-
23 lished—

24 “(1) the Corporation shall submit the report to
25 the Secretary; and

1 “(2) the Secretary shall submit the report to
2 Congress.

3 **“§ 91504. Submission of strategic plan**

4 “(a) SUBMISSION OF STRATEGIC PLAN.—Not later
5 than 15 days after the initial strategic plan is approved
6 by the Board pursuant to section 90308(c)—

7 “(1) the Corporation shall submit the strategic
8 plan to the Secretary; and

9 “(2) the Secretary shall submit the strategic
10 plan to Congress.

11 “(b) UPDATES TO STRATEGIC PLAN.—Not later than
12 15 days after an update to the strategic plan is approved
13 by the Board pursuant to section 90308(c)—

14 “(1) the Corporation shall submit the updated
15 strategic plan to the Secretary; and

16 “(2) the Secretary shall submit the updated
17 strategic plan to Congress.

18 **“§ 91505. Submission of annual action plan**

19 “(a) IN GENERAL.—The Corporation shall develop
20 an annual report on the goals of the Corporation for the
21 following year.

22 “(b) CONTENTS.—The report shall contain goals for
23 the Corporation to meet that are specific, tangible, and
24 actionable, in order to expedite improvements to, and

1 maintain the integrity of, air traffic services provided by
2 the Corporation.

3 “(c) SUBMISSION.—Not later than 1 year after the
4 date of transfer, and annually thereafter—

5 “(1) the Corporation shall submit the report to
6 the Secretary; and

7 “(2) the Secretary shall submit the report to
8 Congress.

9 “(d) PUBLIC AVAILABILITY.—The Corporation shall
10 publish, and make available to the public, each report sub-
11 mitted to the Secretary under subsection (c).

12 “(e) PROPRIETARY INFORMATION.—In carrying out
13 this section, the Corporation may take necessary actions
14 to prevent the public disclosure of proprietary informa-
15 tion.”.

16 (b) ANALYSIS FOR TITLE 49.—The analysis for title
17 49, United States Code, is amended by adding at the end
18 the following:

“**XI. American Air Navigation Services Corporation90101**”.

19 **Subtitle B—Amendments to**
20 **Federal Aviation Laws**

21 **SEC. 221. DEFINITIONS.**

22 Section 40102(a) of title 49, United States Code, is
23 amended by adding at the end the following:

1 “(48) ‘American Air Navigation Services Cor-
2 poration’ means the American Air Navigation Serv-
3 ices Corporation established by subtitle XI.”.

4 **SEC. 222. SUNSET OF FAA AIR TRAFFIC ENTITIES AND OFFI-
5 CERS.**

6 (a) AIR TRAFFIC SERVICES COMMITTEE.—Section
7 106(p) of title 49, United States Code, is amended—

8 (1) in paragraph (7) by adding at the end the
9 following:

10 “(I) SUNSET.—The Committee shall termi-
11 nate and this paragraph shall cease to be effec-
12 tive beginning on the date of transfer (as de-
13 fined in section 90101(a)).”; and

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

15 “(9) SUNSET OF AIR TRAFFIC ADVISORY
16 ROLE.—Beginning on the date of transfer (as de-
17 fined in section 90101(a)), the Council shall not de-
18 velop or submit comments, recommended modifica-
19 tions, or dissenting views directly regarding the
20 American Air Navigation Services Corporation or air
21 traffic services.”.

22 (b) CHIEF OPERATING OFFICER.—Section 106(r) of
23 title 49, United States Code, is amended by adding at the
24 end the following:

1 “(6) SUNSET.—The position of Chief Operating
2 Officer shall terminate and this subsection shall
3 cease to be effective beginning on the date of trans-
4 fer (as defined in section 90101(a)).”.

5 (c) CHIEF NEXTGEN OFFICER.—Section 106(s) of
6 title 49, United States Code, is amended by adding at the
7 end the following:

8 “(8) SUNSET.—The position of Chief NextGen
9 Officer shall terminate and this subsection shall
10 cease to be effective beginning on the date of trans-
11 fer (as defined in section 90101(a)).”.

12 **SEC. 223. ROLE OF ADMINISTRATOR.**

13 Section 40103(b) of title 49, United States Code, is
14 amended—

15 (1) in paragraph (1) by striking “The Adminis-
16 trator” each place it appears and inserting “Before
17 the date of transfer (as defined in section 90101(a)),
18 the Administrator”;

19 (2) by striking paragraph (2) and inserting the
20 following:

21 “(2) The Administrator shall—

22 “(A) before the date of transfer (as defined in
23 section 90101(a)), prescribe air traffic regulations
24 on the flight of aircraft (including regulations on
25 safe altitudes) for—

1 “(i) navigating, protecting, and identifying
2 aircraft;

3 “(ii) protecting individuals and property on
4 the ground;

5 “(iii) using the navigable airspace effi-
6 ciently; and

7 “(iv) preventing collisions between aircraft,
8 between aircraft and land or water vehicles, and
9 between aircraft and airborne objects; and

10 “(B) on and after the date of transfer (as de-
11 fined in section 90101(a)), prescribe safety regula-
12 tions on the flight of aircraft (including regulations
13 on safe altitudes) for—

14 “(i) navigating, protecting, and identifying
15 aircraft;

16 “(ii) protecting individuals and property on
17 the ground;

18 “(iii) ensuring equitable access to and use
19 of airspace; and

20 “(iv) preventing collisions between aircraft,
21 between aircraft and land or water vehicles, and
22 between aircraft and airborne objects.”; and

23 (3) in paragraph (3) by striking “Adminis-
24 trator” each place it appears and inserting “Sec-
25 retary”.

1 **SEC. 224. EMERGENCY POWERS.**

2 Section 40106(a) of title 49, United States Code, is
3 amended—

4 (1) in the matter preceding paragraph (1) by
5 striking “air traffic”;

6 (2) in paragraph (1) by inserting “and the
7 American Air Navigation Services Corporation”
8 after “Administration”; and

9 (3) in paragraph (2) by inserting “and the
10 American Air Navigation Services Corporation”
11 after “Administrator”.

12 **SEC. 225. PRESIDENTIAL TRANSFERS IN TIME OF WAR.**

13 Section 40107(b) of title 49, United States Code, is
14 amended to read as follows:

15 “(b) DURING WAR.—If war occurs, the President by
16 Executive order may temporarily transfer to the Secretary
17 of Defense a duty, power, activity, or facility of the Ad-
18 ministrator or the American Air Navigation Services Cor-
19 poration. In making the transfer, the President may tem-
20 porarily transfer records, property, officers, and employees
21 of the Administration or the American Air Navigation
22 Services Corporation to the Department of Defense.”.

23 **SEC. 226. AIRWAY CAPITAL INVESTMENT PLAN BEFORE**
24 **DATE OF TRANSFER.**

25 Section 44501(b) of title 49, United States Code, is
26 amended—

1 (1) in the first sentence by striking “The Ad-
2 ministrator” and inserting “Before the date of
3 transfer (as defined in section 90101(a)), the Ad-
4 ministrator”;

5 (2) in paragraph (4)(B) by striking “and” at
6 the end;

7 (3) in paragraph (5) by striking the period at
8 the end and inserting “; and”; and

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

10 “(6) for fiscal years 2017 through 2020, a
11 process under which the Administrator shall con-
12 tinue to comply with the requirements of this section
13 before the date of transfer (as defined in section
14 90101(a)).”.

15 **SEC. 227. AVIATION FACILITIES BEFORE DATE OF TRANS-**

16 **FER.**

17 (a) GENERAL AUTHORITY.—Section 44502(a) of title
18 49, United States Code, is amended—

19 (1) in paragraph (1) by striking “The Adminis-
20 trator of the Federal Aviation Administration may”
21 and inserting “Before the date of transfer (as de-
22 fined in section 90101(a)), the Secretary of Trans-
23 portation may”;

1 (2) in paragraph (2) by striking “The cost”
2 and inserting “Before the date of transfer (as de-
3 fined in section 90101(a)), the cost”;

4 (3) in paragraph (3) by striking “The Sec-
5 retary” and inserting “Before the date of transfer
6 (as defined in section 90101(a)), the Secretary”;

7 (4) by striking paragraph (4);

8 (5) by redesignating paragraph (5) as para-
9 graph (4); and

10 (6) in paragraph (4) (as so redesignated) by
11 striking “The Administrator” and inserting “Before
12 the date of transfer (as defined in section 90101(a)),
13 the Secretary of Transportation”.

14 (b) CERTIFICATION OF NECESSITY.—Section
15 44502(b) of title 49, United States Code, is amended—

16 (1) by striking “Except” and inserting “Before
17 the date of transfer (as defined in section 90101(a)),
18 except”; and

19 (2) by striking “the Administrator of the Fed-
20 eral Aviation Administration” and inserting “the
21 Secretary of Transportation”.

22 (c) ENSURING CONFORMITY WITH PLANS AND POLI-
23 CIES.—Section 44502(c) of title 49, United States Code,
24 is amended—

25 (1) in paragraph (1)—

1 (A) by striking “Administrator of the Fed-
2 eral Aviation Administration” the second, third,
3 and fourth places it appears and inserting “Sec-
4 retary of Transportation”;

5 (B) by striking “by the Administrator of
6 the Federal Aviation Administration under sec-
7 tion 40103(b)(1) of this title”; and

8 (C) by striking “Congress” and inserting
9 “Congress, the American Air Navigation Serv-
10 ices Corporation,”; and

11 (2) in paragraph (2)—

12 (A) by striking “Administrator of the Fed-
13 eral Aviation Administration” and inserting
14 “Secretary of Transportation”; and

15 (B) by striking “that the Administrator”
16 and inserting “that the Secretary”.

17 (d) TRANSFERS OF INSTRUMENT LANDING SYS-
18 TEMS.—Section 44502(e) of title 49, United States Code,
19 is amended by striking “An airport may transfer” and in-
20 serting “Before the date of transfer (as defined in section
21 90101(a)), an airport may transfer”.

22 **SEC. 228. JUDICIAL REVIEW.**

23 Section 46110(a) of title 49, United States Code, is
24 amended by striking “or subsection (l) or (s) of section

1 114” and inserting “subsection (l) or (s) of section 114,
2 or section 90501”.

3 **SEC. 229. CIVIL PENALTIES.**

4 Section 46301(a)(1)(A) of title 49, United States
5 Code, is amended by striking “or section 47133” and in-
6 serting “section 47133, or section 90501(b)(3)”.

7 **Subtitle C—Other Matters**

8 **SEC. 241. USE OF FEDERAL TECHNICAL FACILITIES.**

9 (a) IN GENERAL.—The Administrator of the Federal
10 Aviation Administration shall make Administration tech-
11 nical facilities available to the American Air Navigation
12 Services Corporation for air traffic control research and
13 development projects.

14 (b) COOPERATIVE AGREEMENT.—

15 (1) IN GENERAL.—To ensure the safe transi-
16 tion of air traffic services, not later than 180 days
17 prior to the date of transfer (as defined in section
18 90101(a) of title 49, United States Code, as added
19 by this Act), the Administrator shall enter into an
20 agreement with the American Air Navigation Serv-
21 ices Corporation, for a period of not less than 5
22 years, concerning services that could be provided at
23 the Federal Aviation Administration technical cen-
24 ter, including the integrated air traffic control lab-
25 oratories.

1 (2) SERVICES DEFINED.—In this subsection,
2 the term “services” includes—

3 (A) activities associated with the approval
4 of a safety management system under chapter
5 905 of title 49, United States Code, as added
6 by this Act; and

7 (B) any other activity the Secretary con-
8 siders necessary to promote safety in air traffic
9 services, including verification of the safety
10 functions of new air traffic control technologies.

11 (c) STATUTORY CONSTRUCTION.—Nothing in this
12 title, or the amendments made by this title, may be con-
13 strued to limit the safety regulatory authority of the De-
14 partment of Transportation, including the research and
15 development functions of the Department.

16 (d) SAFETY.—Before the date of transfer (as defined
17 by section 90101(a) of title 49, United States Code, as
18 added by this Act) all operational testing and integration
19 of air traffic control systems conducted by the Administra-
20 tion shall continue.

21 **SEC. 242. ENSURING PROGRESS ON NEXTGEN PRIORITIES**

22 **BEFORE DATE OF TRANSFER.**

23 (a) NEAR-TERM NEXTGEN PRIORITIES.—Prior to
24 the date of transfer (as defined by section 90101(a) of
25 title 49, United States Code, as added by this Act), the

1 Administrator of the Federal Aviation Administration, in
2 consultation with the NextGen Advisory Committee, shall
3 prioritize the implementation of the following programs:

- 4 (1) Multiple runway operations.
- 5 (2) Performance-based navigation.
- 6 (3) Surface operations and data sharing.
- 7 (4) Data communications.

8 (b) NEAR-TERM NEXTGEN PERFORMANCE GOALS.—

9 (1) IN GENERAL.—The Administrator, in con-
10 sultation with the NextGen Advisory Committee,
11 shall establish quantifiable near-term NextGen per-
12 formance goals for each of the programs prioritized
13 under subsection (a).

14 (2) TRACKING.—The Administrator shall track
15 the performance goals in a publicly available and
16 transparent manner.

17 (3) MEASURING BENEFITS.—The Administrator
18 shall establish the performance goals in a manner
19 that allows Congress, stakeholders, and the public to
20 clearly measure the delivery of NextGen benefits be-
21 tween 2018 and 2020, including with respect to—

- 22 (A) increasing safety;
- 23 (B) reducing aviation’s impact on the envi-
24 ronment;
- 25 (C) enhancing controller productivity; and

1 (D) increasing predictability, airspace ca-
2 pacity, and efficiency.

3 (c) NEXTGEN METRICS REPORT.—Section 106(s)(5)
4 of title 49, United States Code, is amended by adding at
5 the end the following:

6 “(I) Developing, as part of the annual re-
7 port required under paragraph (4), a descrip-
8 tion of the progress made in meeting the near-
9 term NextGen performance goals required pur-
10 suant to section 242 of the 21st Century AIRR
11 Act and delivering near-term NextGen bene-
12 fits.”.

13 (d) CHIEF NEXTGEN OFFICER RESPONSIBILITY FOR
14 MEETING NEAR-TERM NEXTGEN GOALS.—Section
15 106(s)(3) of title 49, United States Code, is amended by
16 adding at the end the following: “In evaluating the per-
17 formance of the Chief NextGen Officer, the Administrator
18 shall consider the progress made in meeting the near-term
19 NextGen performance goals required pursuant to section
20 242 of the 21st Century AIRR Act and delivering near-
21 term NextGen benefits.”.

22 **SEC. 243. SEVERABILITY.**

23 If a provision of this title (including any amendment
24 made by this title) or its application to any person or cir-
25 cumstance is held invalid, neither the remainder of this

1 title nor the application of the provision to other persons
2 or circumstances shall be affected.

3 **SEC. 244. PROHIBITION ON RECEIPT OF FEDERAL FUNDS.**

4 Notwithstanding any other provision of law, the Cor-
5 poration established under section 90301 of title 49,
6 United States Code, as added by this Act, may not accept
7 or receive any funds from the uncommitted balance of the
8 Airport and Airway Trust Fund established under section
9 9502 of the Internal Revenue Code of 1986 (26 U.S.C.
10 9502).

11 **TITLE III—FAA SAFETY**
12 **CERTIFICATION REFORM**
13 **Subtitle A—General Provisions**

14 **SEC. 301. DEFINITIONS.**

15 In this title, the following definitions apply:

16 (1) FAA.—The term “FAA” means the Fed-
17 eral Aviation Administration.

18 (2) SAFETY OVERSIGHT AND CERTIFICATION
19 ADVISORY COMMITTEE.—The term “Safety Over-
20 sight and Certification Advisory Committee” means
21 the Safety Oversight and Certification Advisory
22 Committee established under section 302.

23 (3) SYSTEMS SAFETY APPROACH.—The term
24 “systems safety approach” means the application of
25 specialized technical and managerial skills to the

1 systematic, forward-looking identification and con-
2 trol of hazards throughout the lifecycle of a project,
3 program, or activity.

4 **SEC. 302. SAFETY OVERSIGHT AND CERTIFICATION ADVI-**
5 **SORY COMMITTEE.**

6 (a) IN GENERAL.—Not later than 60 days after the
7 date of enactment of this Act, the Secretary of Transpor-
8 tation shall establish a Safety Oversight and Certification
9 Advisory Committee (in this section referred to as the
10 “Advisory Committee”).

11 (b) DUTIES.—The Advisory Committee shall provide
12 advice to the Secretary on policy-level issues facing the
13 aviation community that are related to FAA certification
14 and safety oversight programs and activities, including, at
15 a minimum, the following:

16 (1) Aircraft and flight standards certification
17 processes, including efforts to streamline those pro-
18 cesses.

19 (2) Implementation and oversight of safety
20 management systems.

21 (3) Risk-based oversight efforts.

22 (4) Utilization of delegation and designation au-
23 thorities.

24 (5) Regulatory interpretation standardization
25 efforts.

1 (6) Training programs.

2 (7) Expediting the rulemaking process and giving
3 priority to rules related to safety.

4 (c) FUNCTIONS.—The Advisory Committee shall
5 carry out the following functions (as the functions relate
6 to FAA certification and safety oversight programs and
7 activities):

8 (1) Foster industry collaboration in an open
9 and transparent manner.

10 (2) Consult with, and ensure participation by—

11 (A) the private sector, including represent-
12 atives of—

13 (i) general aviation;

14 (ii) commercial aviation;

15 (iii) aviation labor;

16 (iv) aviation maintenance;

17 (v) aviation, aerospace, and avionics
18 manufacturing;

19 (vi) unmanned aircraft systems opera-
20 tors and manufacturers; and

21 (vii) the commercial space transpor-
22 tation industry;

23 (B) members of the public; and

24 (C) other interested parties.

1 (3) Establish consensus national goals, strategic
2 objectives, and priorities for the most efficient,
3 streamlined, and cost-effective certification and over-
4 sight processes in order to maintain the safety of the
5 aviation system and, at the same time, allow the
6 FAA to meet future needs and ensure that aviation
7 stakeholders remain competitive in the global mar-
8 ketplace.

9 (4) Provide policy guidance for the FAA's cer-
10 tification and safety oversight efforts.

11 (5) Provide ongoing policy reviews of the FAA's
12 certification and safety oversight efforts.

13 (6) Make appropriate legislative, regulatory,
14 and guidance recommendations for the air transpor-
15 tation system and the aviation safety regulatory en-
16 vironment.

17 (7) Establish performance objectives for the
18 FAA and industry.

19 (8) Establish performance metrics and goals for
20 the FAA and the regulated aviation industry to be
21 tracked and reviewed as streamlining and certifi-
22 cation reform and regulation standardization efforts
23 progress.

1 (9) Provide a venue for tracking progress to-
2 ward national goals and sustaining joint commit-
3 ments.

4 (10) Develop recruiting, hiring, training, and
5 continuing education objectives for FAA aviation
6 safety engineers and aviation safety inspectors.

7 (11) Provide advice and recommendations to
8 the FAA on how to prioritize safety rulemaking
9 projects.

10 (12) Improve the development of FAA regula-
11 tions by providing information, advice, and rec-
12 ommendations related to aviation issues.

13 (13) Facilitate the validation of United States
14 products abroad.

15 (d) MEMBERSHIP.—

16 (1) IN GENERAL.—The Advisory Committee
17 shall be composed of the following members:

18 (A) The Administrator of the FAA (or the
19 Administrator's designee).

20 (B) Individuals appointed by the Secretary
21 to represent the following interests:

22 (i) Aircraft and engine manufacturers.

23 (ii) Avionics and equipment manufac-
24 turers.

1 (iii) Labor organizations, including
2 collective bargaining representatives of
3 FAA aviation safety inspectors and avia-
4 tion safety engineers.

5 (iv) General aviation operators.

6 (v) Air carriers.

7 (vi) Business aviation operators.

8 (vii) Unmanned aircraft systems man-
9 ufacturers and operators.

10 (viii) Aviation safety management ex-
11 pertise.

12 (ix) Aviation maintenance.

13 (2) NONVOTING MEMBERS.—

14 (A) IN GENERAL.—In addition to the
15 members appointed under paragraph (1), the
16 Advisory Committee shall be composed of non-
17 voting members appointed by the Secretary
18 from among individuals representing FAA safe-
19 ty oversight program offices.

20 (B) DUTIES.—The nonvoting members
21 shall—

22 (i) take part in deliberations of the
23 Advisory Committee; and

1 (ii) provide input with respect to any
2 final reports or recommendations of the
3 Advisory Committee.

4 (C) LIMITATION.—The nonvoting members
5 may not represent any stakeholder interest
6 other than FAA safety oversight program of-
7 fices.

8 (3) TERMS.—Each member and nonvoting
9 member of the Advisory Committee appointed by the
10 Secretary shall be appointed for a term of 2 years.

11 (4) COMMITTEE CHARACTERISTICS.—The Advi-
12 sory Committee shall have the following characteris-
13 tics:

14 (A) An executive-level membership, with
15 members who can represent and enter into com-
16 mitments for their organizations.

17 (B) The ability to obtain necessary infor-
18 mation from experts in the aviation and aero-
19 space communities.

20 (C) A membership size that enables the
21 Committee to have substantive discussions and
22 reach consensus on issues in a timely manner.

23 (D) Appropriate expertise, including exper-
24 tise in certification and risk-based safety

1 oversight processes, operations, policy, tech-
2 nology, labor relations, training, and finance.

3 (5) LIMITATION ON STATUTORY CONSTRUC-
4 TION.—Public Law 104–65 (2 U.S.C. 1601 et seq.)
5 may not be construed to prohibit or otherwise limit
6 the appointment of any individual as a member of
7 the Advisory Committee.

8 (e) CHAIRPERSON.—

9 (1) IN GENERAL.—The Chairperson of the Ad-
10 visory Committee shall be appointed by the Sec-
11 retary from among those members of the Advisory
12 Committee that are executive-level members of the
13 aviation industry.

14 (2) TERM.—Each member appointed under
15 paragraph (1) shall serve a term of 1 year as Chair-
16 person.

17 (f) MEETINGS.—

18 (1) FREQUENCY.—The Advisory Committee
19 shall meet at least twice each year at the call of the
20 Chairperson.

21 (2) PUBLIC ATTENDANCE.—The meetings of
22 the Advisory Committee shall be open to the public.

23 (g) SPECIAL COMMITTEES.—

24 (1) ESTABLISHMENT.—The Advisory Com-
25 mittee may establish special committees composed of

1 private sector representatives, members of the pub-
2 lic, labor representatives, and other interested par-
3 ties in complying with consultation and participation
4 requirements under this section.

5 (2) RULEMAKING ADVICE.—A special com-
6 mittee established by the Advisory Committee may—

7 (A) provide rulemaking advice and rec-
8 ommendations to the Administrator with re-
9 spect to aviation-related issues;

10 (B) afford the FAA additional opportuni-
11 ties to obtain firsthand information and insight
12 from those parties that are most affected by ex-
13 isting and proposed regulations; and

14 (C) expedite the development, revision, or
15 elimination of rules without circumventing pub-
16 lic rulemaking processes and procedures.

17 (3) APPLICABLE LAW.—Public Law 92–463
18 shall not apply to a special committee established by
19 the Advisory Committee.

20 (h) SUNSET.—The Advisory Committee shall termi-
21 nate on the last day of the 6-year period beginning on
22 the date of the initial appointment of the members of the
23 Advisory Committee.

24 (i) TERMINATION OF AIR TRAFFIC PROCEDURES AD-
25 VISORY COMMITTEE.—The Air Traffic Procedures Advi-

1 sory Committee established by the FAA shall terminate
2 on the date of the initial appointment of the members of
3 the Advisory Committee.

4 **Subtitle B—Aircraft Certification** 5 **Reform**

6 **SEC. 311. AIRCRAFT CERTIFICATION PERFORMANCE OB-** 7 **JECTIVES AND METRICS.**

8 (a) IN GENERAL.—Not later than 120 days after the
9 date on which the Safety Oversight and Certification Advi-
10 sory Committee is established under section 302, the Ad-
11 ministrator of the FAA shall establish performance objec-
12 tives and apply and track metrics for the FAA and the
13 aviation industry relating to aircraft certification in ac-
14 cordance with this section.

15 (b) COLLABORATION.—The Administrator shall carry
16 out this section in collaboration with the Safety Oversight
17 and Certification Advisory Committee.

18 (c) PERFORMANCE OBJECTIVES.—In carrying out
19 subsection (a), the Administrator shall establish perform-
20 ance objectives for the FAA and the aviation industry to
21 ensure that, with respect to aircraft certification, progress
22 is made toward, at a minimum—

23 (1) eliminating certification delays and improv-
24 ing cycle times;

- 1 (2) increasing accountability for both FAA and
- 2 industry entities;
- 3 (3) achieving full utilization of FAA delegation
- 4 and designation authorities;
- 5 (4) fully implementing risk management prin-
- 6 ciples and a systems safety approach;
- 7 (5) reducing duplication of effort;
- 8 (6) increasing transparency;
- 9 (7) establishing and providing training, includ-
- 10 ing recurrent training, in auditing and a systems
- 11 safety approach to certification oversight;
- 12 (8) improving the process for approving or ac-
- 13 cepting certification actions between the FAA and
- 14 bilateral partners;
- 15 (9) maintaining and improving safety;
- 16 (10) streamlining the hiring process for—
- 17 (A) qualified systems safety engineers to
- 18 support FAA efforts to implement a systems
- 19 safety approach; and
- 20 (B) qualified systems engineers to guide
- 21 the engineering of complex systems within the
- 22 FAA; and
- 23 (11) maintaining the leadership of the United
- 24 States in international aviation and aerospace.

1 (d) PERFORMANCE METRICS.—In carrying out sub-
2 section (a), the Administrator shall apply and track per-
3 formance metrics for the FAA and the regulated aviation
4 industry established by the Safety Oversight and Certifi-
5 cation Advisory Committee.

6 (e) DATA GENERATION.—

7 (1) BASELINES.—Not later than 1 year after
8 the date on which the Safety Oversight and Certifi-
9 cation Advisory Committee establishes initial per-
10 formance metrics for the FAA and the regulated
11 aviation industry under section 302, the Adminis-
12 trator shall generate initial data with respect to each
13 of the metrics applied and tracked under this sec-
14 tion.

15 (2) MEASURING PROGRESS TOWARD GOALS.—
16 The Administrator shall use the metrics applied and
17 tracked under this section to generate data on an
18 ongoing basis and to measure progress toward the
19 achievement of national goals established by the
20 Safety Oversight and Certification Advisory Com-
21 mittee.

22 (f) PUBLICATION.—The Administrator shall make
23 data generated using the metrics applied and tracked
24 under this section available to the public in a searchable,
25 sortable, and downloadable format through the internet

1 website of the FAA and other appropriate methods and
2 shall ensure that the data is made available in a manner
3 that—

4 (1) does not provide identifying information re-
5 garding an individual or entity; and

6 (2) protects proprietary information.

7 **SEC. 312. ORGANIZATION DESIGNATION AUTHORIZATIONS.**

8 (a) IN GENERAL.—Chapter 447 of title 49, United
9 States Code, is amended by adding at the end the fol-
10 lowing:

11 **“§ 44736. Organization designation authorizations**

12 “(a) DELEGATIONS OF FUNCTIONS.—

13 “(1) IN GENERAL.—Except as provided in para-
14 graph (3), when overseeing an ODA holder, the Ad-
15 ministrator of the FAA shall—

16 “(A) require, based on an application sub-
17 mitted by the ODA holder and approved by the
18 Administrator (or the Administrator’s des-
19 ignee), a procedures manual that addresses all
20 procedures and limitations regarding the func-
21 tions to be performed by the ODA holder;

22 “(B) delegate fully to the ODA holder each
23 of the functions to be performed as specified in
24 the procedures manual, unless the Adminis-
25 trator determines, after the date of the delega-

1 tion and as a result of an inspection or other
2 investigation, that the public interest and safety
3 of air commerce requires a limitation with re-
4 spect to 1 or more of the functions; and

5 “(C) conduct regular oversight activities by
6 inspecting the ODA holder’s delegated functions
7 and taking action based on validated inspection
8 findings.

9 “(2) DUTIES OF ODA HOLDERS.—An ODA
10 holder shall—

11 “(A) perform each function delegated to
12 the ODA holder in accordance with the ap-
13 proved procedures manual for the delegation;

14 “(B) make the procedures manual avail-
15 able to each member of the appropriate ODA
16 unit; and

17 “(C) cooperate fully with oversight activi-
18 ties conducted by the Administrator in connec-
19 tion with the delegation.

20 “(3) EXISTING ODA HOLDERS.—With regard to
21 an ODA holder operating under a procedures man-
22 ual approved by the Administrator before the date of
23 enactment of this section, the Administrator shall—

1 “(A) at the request of the ODA holder and
2 in an expeditious manner, approve revisions to
3 the ODA holder’s procedures manual;

4 “(B) delegate fully to the ODA holder each
5 of the functions to be performed as specified in
6 the procedures manual, unless the Adminis-
7 trator determines, after the date of the delega-
8 tion and as a result of an inspection or other
9 investigation, that the public interest and safety
10 of air commerce requires a limitation with re-
11 spect to one or more of the functions; and

12 “(C) conduct regular oversight activities by
13 inspecting the ODA holder delegated functions
14 and taking action based on validated inspection
15 findings.

16 “(b) ODA OFFICE.—

17 “(1) ESTABLISHMENT.—Not later than 90 days
18 after the date of enactment of this section, the Ad-
19 ministrators of the FAA shall identify, within the
20 FAA Office of Aviation Safety, a centralized policy
21 office to be known as the Organization Designation
22 Authorization Office or the ODA Office.

23 “(2) PURPOSE.—The purpose of the ODA Of-
24 fice shall be to oversee and ensure the consistency of

1 the FAA’s audit functions under the ODA program
2 across the FAA.

3 “(3) FUNCTIONS.—The ODA Office shall—

4 “(A) improve performance and ensure full
5 utilization of the authorities delegated under
6 the ODA program;

7 “(B) create a more consistent approach to
8 audit priorities, procedures, and training under
9 the ODA program;

10 “(C) review, in a timely fashion, a random
11 sample of limitations on delegated authorities
12 under the ODA program to determine if the
13 limitations are appropriate;

14 “(D) ensure national consistency in the in-
15 terpretation and application of the requirements
16 of the ODA program, including any limitations,
17 and in the performance of the ODA program;
18 and

19 “(E) at the request of an ODA holder, re-
20 view and approve new limitations to ODA func-
21 tions.

22 “(c) DEFINITIONS.—In this section, the following
23 definitions apply:

24 “(1) FAA.—The term ‘FAA’ means the Fed-
25 eral Aviation Administration.

1 “(2) ODA HOLDER.—The term ‘ODA holder’
2 means an entity authorized to perform functions
3 pursuant to a delegation made by the Administrator
4 of the FAA under section 44702(d).

5 “(3) ODA UNIT.—The term ‘ODA unit’
6 means a group of 2 or more individuals who per-
7 form, under the supervision of an ODA holder, au-
8 thorized functions under an ODA.

9 “(4) ORGANIZATION.—The term ‘organization’
10 means a firm, partnership, corporation, company,
11 association, joint-stock association, or governmental
12 entity.

13 “(5) ORGANIZATION DESIGNATION AUTHORIZA-
14 TION; ODA.—The term ‘Organization Designation
15 Authorization’ or ‘ODA’ means an authorization by
16 the FAA under section 44702(d) for an organization
17 comprised of 1 or more ODA units to perform ap-
18 proved functions on behalf of the FAA.”.

19 (b) CLERICAL AMENDMENT.—The analysis for chap-
20 ter 447 of title 49, United States Code, is amended by
21 adding at the end the following:

“44736. Organization designation authorizations.”.

22 **SEC. 313. ODA REVIEW.**

23 (a) ESTABLISHMENT OF EXPERT REVIEW PANEL.—

24 (1) EXPERT PANEL.—Not later than 60 days
25 after the date of enactment of this Act, the Adminis-

1 trator of the FAA shall convene a multidisciplinary
2 expert review panel (in this section referred to as the
3 “Panel”).

4 (2) COMPOSITION OF PANEL.—

5 (A) APPOINTMENT OF MEMBERS.—The
6 Panel shall be composed of not more than 20
7 members appointed by the Administrator.

8 (B) QUALIFICATIONS.—The members ap-
9 pointed to the Panel shall—

10 (i) each have a minimum of 5 years of
11 experience in processes and procedures
12 under the ODA program; and

13 (ii) represent, at a minimum, ODA
14 holders, aviation manufacturers, safety ex-
15 perts, and FAA labor organizations, in-
16 cluding labor representatives of FAA avia-
17 tion safety inspectors and aviation safety
18 engineers.

19 (b) SURVEY.—The Panel shall conduct a survey of
20 ODA holders and ODA program applicants to document
21 and assess FAA certification and oversight activities, in-
22 cluding use of the ODA program and the timeliness and
23 efficiency of the certification process.

1 (c) ASSESSMENT AND RECOMMENDATIONS.—The
2 Panel shall assess and make recommendations con-
3 cerning—

4 (1) the FAA’s processes and procedures under
5 the ODA program and whether the processes and
6 procedures function as intended;

7 (2) the best practices of and lessons learned by
8 ODA holders and individuals who provide oversight
9 of ODA holders;

10 (3) performance incentive policies related to the
11 ODA program for FAA personnel;

12 (4) training activities related to the ODA pro-
13 gram for FAA personnel and ODA holders;

14 (5) the impact, if any, that oversight of the
15 ODA program has on FAA resources and the FAA’s
16 ability to process applications for certifications out-
17 side of the ODA program; and

18 (6) the results of the survey conducted under
19 subsection (b).

20 (d) REPORT.—Not later than 180 days after the date
21 the Panel is convened under subsection (a), the Panel shall
22 submit to the Administrator, the Safety Oversight and
23 Certification Advisory Committee, the Committee on
24 Transportation and Infrastructure of the House of Rep-
25 resentatives, and the Committee on Commerce, Science,

1 and Transportation of the Senate a report on the findings
2 and recommendations of the Panel.

3 (e) DEFINITIONS.—The definitions contained in sec-
4 tion 44736 of title 49, United States Code, as added by
5 this Act, apply to this section.

6 (f) APPLICABLE LAW.—Public Law 92–463 shall not
7 apply to the Panel.

8 (g) SUNSET.—The Panel shall terminate on the date
9 of submission of the report under subsection (d), or on
10 the date that is 1 year after the Panel is convened under
11 subsection (a), whichever occurs first.

12 **SEC. 314. TYPE CERTIFICATION RESOLUTION PROCESS.**

13 (a) IN GENERAL.—Section 44704(a) of title 49,
14 United States Code, is amended by adding at the end the
15 following:

16 “(6) TYPE CERTIFICATION RESOLUTION PROC-
17 ESS.—

18 “(A) IN GENERAL.—Not later than 15
19 months after the date of enactment of this
20 paragraph, the Administrator shall establish an
21 effective, timely, and milestone-based issue reso-
22 lution process for type certification activities
23 under this subsection.

24 “(B) PROCESS REQUIREMENTS.—The res-
25 olution process shall provide for—

1 “(i) resolution of technical issues at
2 pre-established stages of the certification
3 process, as agreed to by the Administrator
4 and the type certificate applicant;

5 “(ii) automatic elevation to appro-
6 priate management personnel of the Fed-
7 eral Aviation Administration and the type
8 certificate applicant of any major certifi-
9 cation process milestone that is not com-
10 pleted or resolved within a specific period
11 of time agreed to by the Administrator and
12 the type certificate applicant; and

13 “(iii) resolution of a major certifi-
14 cation process milestone elevated pursuant
15 to clause (ii) within a specific period of
16 time agreed to by the Administrator and
17 the type certificate applicant.

18 “(C) MAJOR CERTIFICATION PROCESS
19 MILESTONE DEFINED.—In this paragraph, the
20 term ‘major certification process milestone’
21 means a milestone related to a type certification
22 basis, type certification plan, type inspection
23 authorization, issue paper, or other major type
24 certification activity agreed to by the Adminis-
25 trator and the type certificate applicant.”.

1 (b) TECHNICAL AMENDMENT.—Section 44704 of
2 title 49, United States Code, is amended in the section
3 heading by striking “**airworthiness certificates,**”
4 and inserting “**airworthiness certificates,**”.

5 **SEC. 315. SAFETY ENHANCING EQUIPMENT AND SYSTEMS**
6 **FOR SMALL GENERAL AVIATION AIRPLANES.**

7 (a) POLICY.—Not later than 180 days after the date
8 of enactment of this Act, the Administrator of the FAA
9 shall establish and begin implementation of a risk-based
10 policy that streamlines the installation of safety enhancing
11 equipment and systems for small general aviation air-
12 planes in a manner that reduces regulatory delays and sig-
13 nificantly improves safety.

14 (b) INCLUSION OF CERTAIN EQUIPMENT AND SYS-
15 TEMS.—The safety enhancing equipment and systems for
16 small general aviation airplanes referred to in subsection
17 (a) shall include, at a minimum, the replacement or ret-
18 rofit of primary flight displays, auto pilots, engine mon-
19 itors, and navigation equipment.

20 (c) COLLABORATION.—In carrying out this section,
21 the Administrator shall collaborate with general aviation
22 operators, general aviation manufacturers, and appro-
23 priate FAA labor groups, including representatives of
24 FAA aviation safety inspectors and aviation safety engi-

1 neers certified under section 7111 of title 5, United States
2 Code.

3 (d) SMALL GENERAL AVIATION AIRPLANE DE-
4 FINED.—In this section, the term “small general aviation
5 airplane” means an airplane that—

6 (1) is certified to the standards of part 23 of
7 title 14, Code of Federal Regulations;

8 (2) has a seating capacity of fewer than 9 pas-
9 sengers; and

10 (3) is not used in scheduled passenger-carrying
11 operations under part 121 or 135 of title 14, Code
12 of Federal Regulations.

13 **SEC. 316. REVIEW OF CERTIFICATION PROCESS FOR SMALL**
14 **GENERAL AVIATION AIRPLANES.**

15 (a) IN GENERAL.—Not later than 1 year after the
16 date of enactment of this Act, the Inspector General of
17 the Department of Transportation shall initiate a review
18 of the Federal Aviation Administration’s implementation
19 of the final rule titled “Revision of Airworthiness Stand-
20 ards for Normal, Utility, Aerobatic, and Commuter Cat-
21 egory Airplanes” (81 Fed. Reg. 96572).

22 (b) CONSIDERATIONS.—In carrying out the review,
23 the Inspector General shall assess—

1 (1) how the rule puts into practice the Adminis-
2 tration's efforts to implement performance and risk-
3 based safety standards;

4 (2) whether the Administration's implementa-
5 tion of the rule has improved safety and reduced the
6 regulatory cost burden for the Administration and
7 the aviation industry; and

8 (3) if there are lessons learned from, and best
9 practices developed as a result of, the rule that could
10 be applied to airworthiness standards for other cat-
11 egories of aircraft.

12 (c) REPORT.—Not later than 180 days after the date
13 of initiation of the review, the Inspector General shall sub-
14 mit to the Committee on Transportation and Infrastruc-
15 ture of the House of Representatives and the Committee
16 on Commerce, Science, and Transportation of the Senate
17 a report on the results of the review, including findings
18 and recommendations.

19 **Subtitle C—Flight Standards** 20 **Reform**

21 **SEC. 331. FLIGHT STANDARDS PERFORMANCE OBJECTIVES** 22 **AND METRICS.**

23 (a) IN GENERAL.—Not later than 120 days after the
24 date on which the Safety Oversight and Certification Advi-
25 sory Committee is established under section 302, the Ad-

1 administrator of the FAA shall establish performance objec-
2 tives and apply and track metrics for the FAA and the
3 aviation industry relating to flight standards activities in
4 accordance with this section.

5 (b) COLLABORATION.—The Administrator shall carry
6 out this section in collaboration with the Safety Oversight
7 and Certification Advisory Committee.

8 (c) PERFORMANCE OBJECTIVES.—In carrying out
9 subsection (a), the Administrator shall establish perform-
10 ance objectives for the FAA and the aviation industry to
11 ensure that, with respect to flight standards activities,
12 progress is made toward, at a minimum—

13 (1) eliminating delays with respect to such ac-
14 tivities;

15 (2) increasing accountability for both FAA and
16 industry entities;

17 (3) achieving full utilization of FAA delegation
18 and designation authorities;

19 (4) fully implementing risk management prin-
20 ciples and a systems safety approach;

21 (5) reducing duplication of effort;

22 (6) eliminating inconsistent regulatory interpre-
23 tations and inconsistent enforcement activities;

1 (7) improving and providing greater opportuni-
2 ties for training, including recurrent training, in au-
3 diting and a systems safety approach to oversight;

4 (8) developing and allowing utilization of a sin-
5 gle master source for guidance;

6 (9) providing and utilizing a streamlined appeal
7 process for the resolution of regulatory interpreta-
8 tion questions;

9 (10) maintaining and improving safety; and

10 (11) increasing transparency.

11 (d) METRICS.—In carrying out subsection (a), the
12 Administrator shall apply and track performance metrics
13 for the FAA and the regulated aviation industry estab-
14 lished by the Safety Oversight and Certification Advisory
15 Committee.

16 (e) DATA GENERATION.—

17 (1) BASELINES.—Not later than 1 year after
18 the date on which the Safety Oversight and Certifi-
19 cation Advisory Committee establishes initial per-
20 formance metrics for the FAA and the regulated
21 aviation industry under section 302, the Adminis-
22 trator shall generate initial data with respect to each
23 of the metrics applied and tracked under this sec-
24 tion.

1 (2) MEASURING PROGRESS TOWARD GOALS.—

2 The Administrator shall use the metrics applied and
3 tracked under this section to generate data on an
4 ongoing basis and to measure progress toward the
5 achievement of national goals established by the
6 Safety Oversight and Certification Advisory Com-
7 mittee.

8 (f) PUBLICATION.—The Administrator shall make
9 data generated using the metrics applied and tracked
10 under this section available to the public in a searchable,
11 sortable, and downloadable format through the internet
12 website of the FAA and other appropriate methods and
13 shall ensure that the data is made available in a manner
14 that—

15 (1) does not provide identifying information re-
16 garding an individual or entity; and

17 (2) protects proprietary information.

18 **SEC. 332. FAA TASK FORCE ON FLIGHT STANDARDS RE-**
19 **FORM.**

20 (a) ESTABLISHMENT.—Not later than 90 days after
21 the date of enactment of this Act, the Administrator of
22 the FAA shall establish the FAA Task Force on Flight
23 Standards Reform (in this section referred to as the “Task
24 Force”).

25 (b) MEMBERSHIP.—

1 (1) APPOINTMENT.—The membership of the
2 Task Force shall be appointed by the Administrator.

3 (2) NUMBER.—The Task Force shall be com-
4 posed of not more than 20 members.

5 (3) REPRESENTATION REQUIREMENTS.—The
6 membership of the Task Force shall include rep-
7 resentatives, with knowledge of flight standards reg-
8 ulatory processes and requirements, of—

9 (A) air carriers;

10 (B) general aviation;

11 (C) business aviation;

12 (D) repair stations;

13 (E) unmanned aircraft systems operators;

14 (F) flight schools;

15 (G) labor unions, including those rep-
16 resenting FAA aviation safety inspectors; and

17 (H) aviation safety experts.

18 (c) DUTIES.—The duties of the Task Force shall in-
19 clude, at a minimum, identifying best practices and pro-
20 viding recommendations, for current and anticipated
21 budgetary environments, with respect to—

22 (1) simplifying and streamlining flight stand-
23 ards regulatory processes;

1 (2) reorganizing Flight Standards Services to
2 establish an entity organized by function rather than
3 geographic region, if appropriate;

4 (3) FAA aviation safety inspector training op-
5 portunities;

6 (4) FAA aviation safety inspector standards
7 and performance; and

8 (5) achieving, across the FAA, consistent—

9 (A) regulatory interpretations; and

10 (B) application of oversight activities.

11 (d) REPORT.—Not later than 1 year after the date
12 of enactment of this Act, the Task Force shall submit to
13 the Committee on Transportation and Infrastructure of
14 the House of Representatives and the Committee on Com-
15 merce, Science, and Transportation of the Senate a report
16 detailing—

17 (1) the best practices identified and rec-
18 ommendations provided by the Task Force under
19 subsection (c); and

20 (2) any recommendations of the Task Force for
21 additional regulatory action or cost-effective legisla-
22 tive action.

23 (e) APPLICABLE LAW.—Public Law 92–463 shall not
24 apply to the Task Force.

1 (f) TERMINATION.—The Task Force shall terminate
2 on the earlier of—

3 (1) the date on which the Task Force submits
4 the report required under subsection (d); or

5 (2) the date that is 18 months after the date
6 on which the Task Force is established under sub-
7 section (a).

8 **SEC. 333. CENTRALIZED SAFETY GUIDANCE DATABASE.**

9 (a) ESTABLISHMENT.—Not later than 1 year after
10 the date of enactment of this Act, the Administrator of
11 the FAA shall establish a centralized safety guidance data-
12 base that will—

13 (1) encompass all of the regulatory guidance
14 documents of the FAA Office of Aviation Safety;

15 (2) contain, for each such guidance document,
16 a link to the Code of Federal Regulations provision
17 to which the document relates; and

18 (3) be publicly available in a manner that—

19 (A) does not provide identifying informa-
20 tion regarding an individual or entity; and

21 (B) protects proprietary information.

22 (b) DATA ENTRY TIMING.—

23 (1) EXISTING DOCUMENTS.—Not later than 14
24 months after the date of enactment of this Act, the
25 Administrator shall begin entering into the database

1 established under subsection (a) all of the regulatory
2 guidance documents of the Office of Aviation Safety
3 that are in effect and were issued before the date on
4 which the Administrator begins such entry process.

5 (2) NEW DOCUMENTS AND CHANGES.—On and
6 after the date on which the Administrator begins the
7 document entry process under paragraph (1), the
8 Administrator shall ensure that all new regulatory
9 guidance documents of the Office of Aviation Safety
10 and any changes to existing documents are included
11 in the database established under subsection (a).

12 (c) CONSULTATION REQUIREMENT.—In establishing
13 the database under subsection (a), the Administrator shall
14 consult and collaborate with appropriate stakeholders, in-
15 cluding labor organizations (including those representing
16 aviation workers and FAA aviation safety inspectors) and
17 industry stakeholders.

18 (d) REGULATORY GUIDANCE DOCUMENTS DE-
19 FINED.—In this section, the term “regulatory guidance
20 documents” means all forms of written information issued
21 by the FAA that an individual or entity may use to inter-
22 pret or apply FAA regulations and requirements, includ-
23 ing information an individual or entity may use to deter-
24 mine acceptable means of compliance with such regula-
25 tions and requirements.

1 **SEC. 334. REGULATORY CONSISTENCY COMMUNICATIONS**

2 **BOARD.**

3 (a) ESTABLISHMENT.—Not later than 180 days after
4 the date of enactment of this Act, the Administrator of
5 the FAA shall establish a Regulatory Consistency Commu-
6 nications Board (in this section referred to as the
7 “Board”).

8 (b) CONSULTATION REQUIREMENT.—In establishing
9 the Board, the Administrator shall consult and collaborate
10 with appropriate stakeholders, including FAA labor orga-
11 nizations (including labor organizations representing FAA
12 aviation safety inspectors) and industry stakeholders.

13 (c) MEMBERSHIP.—The Board shall be composed of
14 FAA representatives, appointed by the Administrator,
15 from—

- 16 (1) the Flight Standards Service;
17 (2) the Aircraft Certification Service; and
18 (3) the Office of the Chief Counsel.

19 (d) FUNCTIONS.—The Board shall carry out the fol-
20 lowing functions:

- 21 (1) Establish, at a minimum, processes by
22 which—
23 (A) FAA personnel and regulated entities
24 may submit anonymous regulatory interpreta-
25 tion questions without fear of retaliation; and

1 (B) FAA personnel may submit written
2 questions, and receive written responses, as to
3 whether a previous approval or regulatory inter-
4 pretation issued by FAA personnel in another
5 office or region is correct or incorrect.

6 (2) Meet on a regular basis to discuss and re-
7 solve questions submitted pursuant to paragraph (1)
8 and the appropriate application of regulations and
9 policy with respect to each question.

10 (3) Provide to an individual or entity that sub-
11 mitted a question pursuant to paragraph (1) a time-
12 ly response to the question.

13 (4) Establish a process to make resolutions of
14 common regulatory interpretation questions publicly
15 available to FAA personnel and regulated entities
16 without providing any identifying data of the indi-
17 viduals or entities that submitted the questions and
18 in a manner that protects any proprietary informa-
19 tion.

20 (5) Ensure the incorporation of resolutions of
21 questions submitted pursuant to paragraph (1) into
22 regulatory guidance documents.

23 (e) PERFORMANCE METRICS, TIMELINES, AND
24 GOALS.—Not later than 180 days after the date on which
25 the Safety Oversight and Certification Advisory Com-

1 mittee establishes performance metrics for the FAA and
2 the regulated aviation industry under section 302, the Ad-
3 ministrator, in collaboration with the Advisory Committee,
4 shall—

5 (1) establish performance metrics, timelines,
6 and goals to measure the progress of the Board in
7 resolving regulatory interpretation questions sub-
8 mitted pursuant to subsection (d)(1); and

9 (2) implement a process for tracking the
10 progress of the Board in meeting the metrics,
11 timelines, and goals established under paragraph
12 (1).

13 **Subtitle D—Safety Workforce**

14 **SEC. 341. SAFETY WORKFORCE TRAINING STRATEGY.**

15 (a) SAFETY WORKFORCE TRAINING STRATEGY.—

16 Not later than 60 days after the date of enactment of this
17 Act, the Administrator of the FAA shall establish a safety
18 workforce training strategy that—

19 (1) allows employees participating in organiza-
20 tion management teams or conducting ODA pro-
21 gram audits to complete, in a timely fashion, appro-
22 priate training, including recurrent training, in au-
23 diting and a systems safety approach to oversight;

24 (2) seeks knowledge-sharing opportunities be-
25 tween the FAA and the aviation industry regarding

1 new equipment and systems, best practices, and
2 other areas of interest;

3 (3) functions within the current and anticipated
4 budgetary environments; and

5 (4) includes milestones and metrics for meeting
6 the requirements of paragraphs (1), (2), and (3).

7 (b) REPORT.—Not later than 270 days after the date
8 of establishment of the strategy required under subsection
9 (a), the Administrator shall submit to the Committee on
10 Transportation and Infrastructure of the House of Rep-
11 resentatives and the Committee on Commerce, Science,
12 and Transportation of the Senate a report on the imple-
13 mentation of the strategy and progress in meeting any
14 milestones and metrics included in the strategy.

15 (c) DEFINITIONS.—In this section, the following defi-
16 nitions apply:

17 (1) ODA; ODA HOLDER.—The terms “ODA”
18 and “ODA holder” have the meanings given those
19 terms in section 44736 of title 49, United States
20 Code, as added by this Act.

21 (2) ORGANIZATION MANAGEMENT TEAM.—The
22 term “organization management team” means a
23 team consisting of FAA aviation safety engineers,
24 flight test pilots, and aviation safety inspectors over-
25 seeing an ODA holder and its certification activity.

1 **SEC. 342. WORKFORCE REVIEW.**

2 (a) WORKFORCE REVIEW.—Not later than 90 days
3 after the date of enactment of this Act, the Comptroller
4 General of the United States shall conduct a review to as-
5 sess the workforce and training needs of the FAA Office
6 of Aviation Safety in the anticipated budgetary environ-
7 ment.

8 (b) CONTENTS.—The review required under sub-
9 section (a) shall include—

10 (1) a review of current aviation safety inspector
11 and aviation safety engineer hiring, training, and re-
12 current training requirements;

13 (2) an analysis of the skills and qualifications
14 required of aviation safety inspectors and aviation
15 safety engineers for successful performance in the
16 current and future projected aviation safety regu-
17 latory environment, including the need for a systems
18 engineering discipline within the FAA to guide the
19 engineering of complex systems, with an emphasis
20 on auditing designated authorities;

21 (3) a review of current performance incentive
22 policies of the FAA, as applied to the Office of Avia-
23 tion Safety, including awards for performance;

24 (4) an analysis of ways the FAA can work with
25 industry and labor, including labor groups rep-
26 resenting FAA aviation safety inspectors and avia-

1 tion safety engineers, to establish knowledge-sharing
2 opportunities between the FAA and the aviation in-
3 dustry regarding new equipment and systems, best
4 practices, and other areas of interest; and

5 (5) recommendations on the most effective
6 qualifications, training programs (including e-learn-
7 ing training), and performance incentive approaches
8 to address the needs of the future projected aviation
9 safety regulatory system in the anticipated budg-
10 etary environment.

11 (c) REPORT.—Not later than 270 days after the date
12 of enactment of this Act, the Comptroller General shall
13 submit to the Committee on Transportation and Infra-
14 structure of the House of Representatives and the Com-
15 mittee on Commerce, Science, and Transportation of the
16 Senate a report on the results of the review required under
17 subsection (a).

18 **Subtitle E—International Aviation**

19 **SEC. 351. PROMOTION OF UNITED STATES AEROSPACE** 20 **STANDARDS, PRODUCTS, AND SERVICES** 21 **ABROAD.**

22 Section 40104 of title 49, United States Code, is
23 amended by adding at the end the following:

1 “(d) PROMOTION OF UNITED STATES AEROSPACE
2 STANDARDS, PRODUCTS, AND SERVICES ABROAD.—The
3 Administrator shall take appropriate actions to—

4 “(1) promote United States aerospace safety
5 standards abroad;

6 “(2) facilitate and vigorously defend approvals
7 of United States aerospace products and services
8 abroad;

9 “(3) with respect to bilateral partners, utilize
10 bilateral safety agreements and other mechanisms to
11 improve validation of United States type certificated
12 aeronautical products and appliances and enhance
13 mutual acceptance in order to eliminate
14 redundancies and unnecessary costs; and

15 “(4) with respect to foreign safety authorities,
16 streamline validation and coordination processes.”.

17 **SEC. 352. BILATERAL EXCHANGES OF SAFETY OVERSIGHT**
18 **RESPONSIBILITIES.**

19 Section 44701(e) of title 49, United States Code, is
20 amended by adding at the end the following:

21 “(5) FOREIGN AIRWORTHINESS DIRECTIVES.—

22 “(A) ACCEPTANCE.—The Administrator
23 may accept an airworthiness directive issued by
24 an aeronautical safety authority of a foreign

1 country, and leverage that authority's regu-
2 latory process, if—

3 “(i) the country is the state of design
4 for the product that is the subject of the
5 airworthiness directive;

6 “(ii) the United States has a bilateral
7 safety agreement relating to aircraft cer-
8 tification with the country;

9 “(iii) as part of the bilateral safety
10 agreement with the country, the Adminis-
11 trator has determined that such aero-
12 nautical safety authority has a certification
13 system relating to safety that produces a
14 level of safety equivalent to the level pro-
15 duced by the system of the Federal Avia-
16 tion Administration;

17 “(iv) the aeronautical safety authority
18 of the country utilizes an open and trans-
19 parent notice and comment process in the
20 issuance of airworthiness directives; and

21 “(v) the airworthiness directive is nec-
22 essary to provide for the safe operation of
23 the aircraft subject to the directive.

24 “(B) ALTERNATIVE APPROVAL PROCESS.—
25 Notwithstanding subparagraph (A), the Admin-

1 istrator may issue a Federal Aviation Adminis-
2 tration airworthiness directive instead of accept-
3 ing an airworthiness directive otherwise eligible
4 for acceptance under such subparagraph, if the
5 Administrator determines that such issuance is
6 necessary for safety or operational reasons due
7 to the complexity or unique features of the Fed-
8 eral Aviation Administration airworthiness di-
9 rective or the United States aviation system.

10 “(C) ALTERNATIVE MEANS OF COMPLI-
11 ANCE.—The Administrator may—

12 “(i) accept an alternative means of
13 compliance, with respect to an airworthi-
14 ness directive accepted under subpara-
15 graph (A), that was approved by the aero-
16 nautical safety authority of the foreign
17 country that issued the airworthiness di-
18 rective; or

19 “(ii) notwithstanding subparagraph
20 (A), and at the request of any person af-
21 fected by an airworthiness directive accept-
22 ed under such subparagraph, approve an
23 alternative means of compliance with re-
24 spect to the airworthiness directive.

1 “(D) LIMITATION.—The Administrator
2 may not accept an airworthiness directive
3 issued by an aeronautical safety authority of a
4 foreign country if the airworthiness directive
5 addresses matters other than those involving
6 the safe operation of an aircraft.”.

7 **SEC. 353. FAA LEADERSHIP ABROAD.**

8 (a) IN GENERAL.—To promote United States aero-
9 space safety standards, reduce redundant regulatory activ-
10 ity, and facilitate acceptance of FAA design and produc-
11 tion approvals abroad, the Administrator of the FAA
12 shall—

13 (1) attain greater expertise in issues related to
14 dispute resolution, intellectual property, and export
15 control laws to better support FAA certification and
16 other aerospace regulatory activities abroad;

17 (2) work with United States companies to more
18 accurately track the amount of time it takes foreign
19 authorities, including bilateral partners, to validate
20 United States type certificated aeronautical prod-
21 ucts;

22 (3) provide assistance to United States compa-
23 nies that have experienced significantly long foreign
24 validation wait times;

1 (4) work with foreign authorities, including bi-
2 lateral partners, to collect and analyze data to deter-
3 mine the timeliness of the acceptance and validation
4 of FAA design and production approvals by foreign
5 authorities and the acceptance and validation of for-
6 eign-certified products by the FAA;

7 (5) establish appropriate benchmarks and
8 metrics to measure the success of bilateral aviation
9 safety agreements and to reduce the validation time
10 for United States type certificated aeronautical
11 products abroad; and

12 (6) work with foreign authorities, including bi-
13 lateral partners, to improve the timeliness of the ac-
14 ceptance and validation of FAA design and produc-
15 tion approvals by foreign authorities and the accept-
16 ance and validation of foreign-certified products by
17 the FAA.

18 (b) REPORT.—Not later than 1 year after the date
19 of enactment of this Act, the Administrator of the FAA
20 shall submit to the Committee on Transportation and In-
21 frastructure of the House of Representatives and the Com-
22 mittee on Commerce, Science, and Transportation of the
23 Senate a report that—

24 (1) describes the FAA’s strategic plan for inter-
25 national engagement;

1 (2) describes the structure and responsibilities
2 of all FAA offices that have international respon-
3 sibilities, including the Aircraft Certification Office,
4 and all the activities conducted by those offices re-
5 lated to certification and production;

6 (3) describes current and forecasted staffing
7 and travel needs for the FAA's international engage-
8 ment activities, including the needs of the Aircraft
9 Certification Office in the current and forecasted
10 budgetary environment;

11 (4) provides recommendations, if appropriate,
12 to improve the existing structure and personnel and
13 travel policies supporting the FAA's international
14 engagement activities, including the activities of the
15 Aviation Certification Office, to better support the
16 growth of United States aerospace exports; and

17 (5) identifies cost-effective policy initiatives,
18 regulatory initiatives, or legislative initiatives needed
19 to improve and enhance the timely acceptance of
20 United States aerospace products abroad.

21 (c) INTERNATIONAL TRAVEL.—The Administrator of
22 the FAA, or the Administrator's designee, may authorize
23 international travel for any FAA employee, without the
24 approval of any other person or entity, if the Adminis-
25 trator determines that the travel is necessary—

1 (1) to promote United States aerospace safety
2 standards; or

3 (2) to support expedited acceptance of FAA de-
4 sign and production approvals.

5 **SEC. 354. REGISTRATION, CERTIFICATION, AND RELATED**
6 **FEEES.**

7 Section 45305 of title 49, United States Code, is
8 amended—

9 (1) in subsection (a) by striking “Subject to
10 subsection (b)” and inserting “Subject to subsection
11 (c)”;

12 (2) by redesignating subsections (b) and (c) as
13 subsections (c) and (d), respectively; and

14 (3) by inserting after subsection (a) the fol-
15 lowing:

16 “(b) CERTIFICATION SERVICES.—Subject to sub-
17 section (c), and notwithstanding section 45301(a), the Ad-
18 ministrator may establish and collect a fee from a foreign
19 government or entity for services related to certification,
20 regardless of where the services are provided, if the fee—

21 “(1) is established and collected in a manner
22 consistent with aviation safety agreements; and

23 “(2) does not exceed the estimated costs of the
24 services.”.

1 **TITLE IV—SAFETY**
2 **Subtitle A—General Provisions**

3 **SEC. 401. FAA TECHNICAL TRAINING.**

4 (a) **E-LEARNING TRAINING PILOT PROGRAM.**—Not
5 later than 90 days after the date of enactment of this Act,
6 the Administrator of the Federal Aviation Administration,
7 in collaboration with the exclusive bargaining representa-
8 tives of covered FAA personnel, shall establish an e-learn-
9 ing training pilot program in accordance with the require-
10 ments of this section.

11 (b) **CURRICULUM.**—The pilot program shall—

12 (1) include a recurrent training curriculum for
13 covered FAA personnel to ensure that the personnel
14 receive instruction on the latest aviation tech-
15 nologies, processes, and procedures;

16 (2) focus on providing specialized technical
17 training for covered FAA personnel, as determined
18 necessary by the Administrator;

19 (3) include training courses on applicable regu-
20 lations of the Federal Aviation Administration; and

21 (4) consider the efficacy of instructor-led online
22 training.

23 (c) **PILOT PROGRAM TERMINATION.**—The pilot pro-
24 gram shall terminate 1 year after the date of establish-
25 ment of the pilot program.

1 (d) E-LEARNING TRAINING PROGRAM.—Upon termi-
2 nation of the pilot program, the Administrator shall estab-
3 lish an e-learning training program that incorporates les-
4 sons learned for covered FAA personnel as a result of the
5 pilot program.

6 (e) DEFINITIONS.—In this section, the following defi-
7 nitions apply:

8 (1) COVERED FAA PERSONNEL.—The term
9 “covered FAA personnel” means airway transpor-
10 tation systems specialists and aviation safety inspec-
11 tors of the Federal Aviation Administration.

12 (2) E-LEARNING TRAINING.—The term “e-
13 learning training” means learning utilizing electronic
14 technologies to access educational curriculum outside
15 of a traditional classroom.

16 **SEC. 402. SAFETY CRITICAL STAFFING.**

17 (a) UPDATE OF FAA’S SAFETY CRITICAL STAFFING
18 MODEL.—Not later than 270 days after the date of enact-
19 ment of this Act, and at least 2 years before the date of
20 transfer, the Administrator of the Federal Aviation Ad-
21 ministration shall update the safety critical staffing model
22 of the Administration to determine the number of aviation
23 safety inspectors that will be needed to fulfill the safety
24 oversight mission of the Administration before and after

1 the date of transfer, including safety oversight of the
2 American Air Navigation Services Corporation.

3 (b) AUDIT BY DOT INSPECTOR GENERAL.—

4 (1) IN GENERAL.—Not later than 90 days after
5 the date on which the Administrator has updated
6 the safety critical staffing model under subsection
7 (a), the Inspector General of the Department of
8 Transportation shall conduct an audit of the staffing
9 model.

10 (2) CONTENTS.—The audit shall include, at a
11 minimum—

12 (A) a review of the assumptions and meth-
13 odologies used in devising and implementing the
14 staffing model to assess the adequacy of the
15 staffing model in predicting the number of avia-
16 tion safety inspectors needed—

17 (i) to properly fulfill the mission of
18 the Administration before and after the
19 date of transfer;

20 (ii) to meet the future growth of the
21 aviation industry; and

22 (iii) to provide proper oversight of air
23 traffic services after the date of transfer;
24 and

1 (B) a determination on whether the staff-
2 ing model takes into account the Administra-
3 tion's authority to fully utilize designees before
4 and after the date of transfer.

5 (3) REPORT ON AUDIT.—

6 (A) REPORT TO SECRETARY.—Not later
7 than 30 days after the date of completion of the
8 audit, the Inspector General shall submit to the
9 Secretary a report on the results of the audit.

10 (B) REPORT TO CONGRESS.—Not later
11 than 60 days after the date of receipt of the re-
12 port, the Secretary shall submit to the Com-
13 mittee on Transportation and Infrastructure of
14 the House of Representatives and the Com-
15 mittee on Commerce, Science, and Transpor-
16 tation of the Senate a copy of the report, to-
17 gether with, if appropriate, a description of any
18 actions taken or to be taken to address the re-
19 sults of the audit.

20 (c) DATE OF TRANSFER DEFINED.—In this section,
21 the term “date of transfer” has the meaning given that
22 term in section 90101(a) of title 49, United States Code,
23 as added by this Act.

1 **SEC. 403. INTERNATIONAL EFFORTS REGARDING TRACK-**
2 **ING OF CIVIL AIRCRAFT.**

3 The Administrator of the Federal Aviation Adminis-
4 tration shall exercise leadership on creating a global ap-
5 proach to improving aircraft tracking by working with—

6 (1) foreign counterparts of the Administrator in
7 the International Civil Aviation Organization and its
8 subsidiary organizations;

9 (2) other international organizations and fora;
10 and

11 (3) the private sector.

12 **SEC. 404. AIRCRAFT DATA ACCESS AND RETRIEVAL SYS-**
13 **TEMS.**

14 (a) ASSESSMENT.—Not later than 90 days after the
15 date of enactment of this Act, the Administrator of the
16 Federal Aviation Administration shall initiate an assess-
17 ment of aircraft data access and retrieval systems for part
18 121 air carrier aircraft that are used in extended
19 overwater operations to—

20 (1) determine if the systems provide improved
21 access and retrieval of aircraft data and cockpit
22 voice recordings in the event of an aircraft accident;
23 and

24 (2) assess the cost effectiveness of each system
25 assessed.

1 (b) SYSTEMS TO BE EXAMINED.—The systems to be
2 examined under this section shall include, at a minimum—

- 3 (1) automatic deployable flight recorders;
- 4 (2) emergency locator transmitters; and
- 5 (3) satellite-based solutions.

6 (c) REPORT.—Not later than 1 year after the date
7 of initiation of the assessment, the Administrator shall
8 submit to the Committee on Transportation and Infra-
9 structure of the House of Representatives and the Com-
10 mittee on Commerce, Science, and Transportation of the
11 Senate a report on the results of the assessment.

12 (d) PART 121 AIR CARRIER DEFINED.—In this sec-
13 tion, the term “part 121 air carrier” means an air carrier
14 that holds a certificate issued under part 121 of title 14,
15 Code of Federal Regulations.

16 **SEC. 405. ADVANCED COCKPIT DISPLAYS.**

17 (a) IN GENERAL.—Not later than 180 days after the
18 date of enactment of this Act, the Administrator of the
19 Federal Aviation Administration shall initiate a review of
20 heads-up display systems, heads-down display systems em-
21 ploying synthetic vision systems, and enhanced vision sys-
22 tems (in this section referred to as “HUD systems”,
23 “SVS”, and “EVS”, respectively).

24 (b) CONTENTS.—The review shall—

1 (1) evaluate the impacts of single- and dual-in-
2 stalled HUD systems, SVS, and EVS on the safety
3 and efficiency of aircraft operations within the na-
4 tional airspace system; and

5 (2) review a sufficient quantity of commercial
6 aviation accidents or incidents in order to evaluate
7 if HUD systems, SVS, and EVS would have pro-
8 duced a better outcome in that accident or incident.

9 (c) CONSULTATION.—In conducting the review, the
10 Administrator shall consult with aviation manufacturers,
11 representatives of pilot groups, aviation safety organiza-
12 tions, and any government agencies the Administrator
13 considers appropriate.

14 (d) REPORT.—Not later than 1 year after the date
15 of enactment of this Act, the Administrator shall submit
16 to the Committee on Transportation and Infrastructure
17 of the House of Representatives and the Committee on
18 Commerce, Science, and Transportation of the Senate a
19 report containing the results of the review, the actions the
20 Administrator plans to take with respect to the systems
21 reviewed, and the associated timeline for such actions.

22 **SEC. 406. MARKING OF TOWERS.**

23 Section 2110 of the FAA Extension, Safety, and Se-
24 curity Act of 2016 (49 U.S.C. 44718 note) is amended—

1 (1) by striking subsections (a) through (c) and
2 inserting the following:

3 “(a) APPLICATION.—

4 “(1) IN GENERAL.—Except as provided by
5 paragraph (2), not later than 1 year after the date
6 of enactment of the 21st Century AIRR Act or the
7 availability of the database developed by the Admin-
8 istrator of the Federal Aviation Administration pur-
9 suant to subsection (c), whichever is later, all cov-
10 ered towers shall be either—

11 “(A) clearly marked consistent with appli-
12 cable guidance in the advisory circular of the
13 Federal Aviation Administration issued Decem-
14 ber 4, 2015 (AC 70/7460–II); or

15 “(B) included in the database described in
16 subsection (c).

17 “(2) METEOROLOGICAL EVALUATION TOWER.—
18 A covered tower that is a meteorological evaluation
19 tower shall be subject to the requirements of para-
20 graphs (1)(A) and (1)(B).”;

21 (2) by redesignating subsections (d) and (e) as
22 subsections (b) and (c), respectively;

23 (3) in subsection (b)(1)(A) (as so redesign-
24 ated)—

1 (A) in clause (i)(I) by striking “self-stand-
2 ing or” and inserting “a meteorological evalua-
3 tion tower or tower”; and

4 (B) in clause (ii)—

5 (i) in subclause (IV) by striking “or”
6 at the end;

7 (ii) in subclause (V) by striking the
8 period at the end and inserting a semi-
9 colon; and

10 (iii) by adding at the end the fol-
11 lowing:

12 “(VI) is located within the right-
13 of-way of a rail carrier, including
14 within the boundaries of a rail yard,
15 and is used for a railroad purpose;

16 “(VII) is determined by the Ad-
17 ministrator to pose no hazard to air
18 navigation; or

19 “(VIII) has already mitigated
20 any hazard to aviation safety in ac-
21 cordance with Federal Aviation Ad-
22 ministration guidance or as otherwise
23 approved by the Administrator.”; and

24 (4) in subsection (c) (as so redesignated)—

1 (A) by striking paragraph (1) and insert-
2 ing the following:

3 “(1) develop a database that contains the loca-
4 tion and height of each covered tower that, pursuant
5 to subsection (a), the owner or operator of such
6 tower elects not to mark, except that meteorological
7 evaluation towers shall be marked and contained in
8 the database;”;

9 (B) in paragraph (3) by striking “and” at
10 the end;

11 (C) in paragraph (4) by striking the period
12 at the end and inserting a semicolon; and

13 (D) by adding at the end the following:

14 “(5) ensure that the tower information in the
15 database is de-identified and that the information
16 only includes the location and height of covered tow-
17 ers; and

18 “(6) make the database available for use not
19 later than 1 year after the date of enactment of the
20 21st Century AIRR Act.”.

21 **SEC. 407. CABIN EVACUATION.**

22 (a) REVIEW.—The Administrator of the Federal
23 Aviation Administration shall review—

1 (1) evacuation certification of transport-cat-
2 egory aircraft used in air transportation, with regard
3 to—

4 (A) emergency conditions, including im-
5 pacts into water;

6 (B) crew procedures used for evacuations
7 under actual emergency conditions; and

8 (C) any relevant changes to passenger de-
9 mographics and legal requirements (including
10 the Americans with Disabilities Act of 1990)
11 that affect emergency evacuations; and

12 (2) recent accidents and incidents where pas-
13 sengers evacuated such aircraft.

14 (b) CONSULTATION; REVIEW OF DATA.—In con-
15 ducting the review, the Administrator shall—

16 (1) consult with the National Transportation
17 Safety Board, transport-category aircraft manufac-
18 turers, air carriers, and other relevant experts and
19 Federal agencies, including groups representing pas-
20 sengers, airline crewmembers, maintenance employ-
21 ees, and emergency responders; and

22 (2) review relevant data with respect to evacu-
23 ation certification of transport-category aircraft.

24 (c) REPORT TO CONGRESS.—Not later than 1 year
25 after the date of enactment of this Act, the Administrator

1 shall submit to the Committee on Transportation and In-
2 frastructure of the House of Representatives and the Com-
3 mittee on Commerce, Science, and Transportation of the
4 Senate a report on the results of the review and related
5 recommendations, if any, including any recommendations
6 for revisions to the assumptions and methods used for as-
7 sessing evacuation certification of transport-category air-
8 craft.

9 **SEC. 408. ODA STAFFING AND OVERSIGHT.**

10 (a) REPORT TO CONGRESS.—Not later than 270 days
11 after the date of enactment of this Act, the Administrator
12 of the Federal Aviation Administration shall submit to the
13 Committee on Transportation and Infrastructure of the
14 House of Representatives and the Committee on Com-
15 merce, Science, and Transportation of the Senate a report
16 on the Administration’s progress with respect to—

17 (1) determining what additional model inputs
18 and labor distribution codes are needed to identify
19 ODA oversight staffing needs prior to and after the
20 date of transfer;

21 (2) developing and implementing system-based
22 evaluation criteria and risk-based tools to aid ODA
23 team members in targeting their oversight activities;

24 (3) developing agreements and processes for
25 sharing resources to ensure adequate oversight of

1 ODA personnel performing certification and inspec-
2 tion work at supplier and company facilities; and

3 (4) ensuring full utilization of ODA authority
4 prior to and after the date of transfer.

5 (b) DEFINITIONS.—In this section, the following defi-
6 nitions apply:

7 (1) DATE OF TRANSFER.—The term “date of
8 transfer” has the meaning given that term in section
9 90101(a) of title 49, United States Code, as added
10 by this Act.

11 (2) ODA.—the term “ODA” has the meaning
12 given that term in section 44736 of title 49, United
13 States Code, as added by this Act.

14 **SEC. 409. FUNDING FOR ADDITIONAL SAFETY NEEDS.**

15 Section 44704 of title 49, United States Code, is
16 amended by adding at the end the following:

17 “(f) FUNDING FOR ADDITIONAL SAFETY NEEDS.—

18 “(1) ACCEPTANCE OF APPLICANT-PROVIDED
19 FUNDS.—Notwithstanding any other provision of
20 law, the Administrator may accept funds from an
21 applicant for a certificate under this section to hire
22 additional staff or obtain the services of consultants
23 and experts to facilitate the timely processing, re-
24 view, and issuance of certificates under this section.

25 “(2) RULES OF CONSTRUCTION.—

1 “(A) IN GENERAL.—Nothing in this sec-
2 tion may be construed as permitting the Admin-
3 istrator to grant priority or afford any pref-
4 erence to an applicant providing funds under
5 paragraph (1).

6 “(B) POLICIES AND PROCEDURES.—The
7 Administrator shall implement such policies and
8 procedures as may be required to ensure that
9 the acceptance of funds under paragraph (1)
10 does not prejudice the Administrator in the
11 issuance of any certificate to an applicant.

12 “(3) RECEIPTS CREDITED AS OFFSETTING COL-
13 LECTIONS.—Notwithstanding section 3302 of title
14 31, any funds accepted under this subsection—

15 “(A) shall be credited as offsetting collec-
16 tions to the account that finances the activities
17 and services for which the funds are accepted;

18 “(B) shall be available for expenditure only
19 to pay the costs of activities and services for
20 which the funds are accepted; and

21 “(C) shall remain available until ex-
22 pended.”.

1 **SEC. 410. FUNDING FOR ADDITIONAL FAA LICENSING**
2 **NEEDS.**

3 (a) IN GENERAL.—Chapter 509 of title 51, United
4 States Code, is amended by adding at the end the fol-
5 lowing:

6 **“§ 50924. Funding to facilitate FAA licensing**

7 “(a) IN GENERAL.—Notwithstanding any other pro-
8 vision of law, the Secretary of Transportation may accept
9 funds from a person applying for a license or permit under
10 this chapter to hire additional staff or obtain the services
11 of consultants and experts—

12 “(1) to facilitate the timely processing, review,
13 and issuance of licenses or permits issued under this
14 chapter;

15 “(2) to conduct environmental activities, stud-
16 ies, or reviews associated with such licenses or per-
17 mits; or

18 “(3) to conduct additional activities associated
19 with or necessitated by such licenses or permits, in-
20 cluding pre-application consultation, hazard area de-
21 termination, or on-site inspection.

22 “(b) RULES OF CONSTRUCTION.—

23 “(1) IN GENERAL.—Nothing in this section
24 may be construed as permitting the Secretary to
25 grant priority or afford any preference to an appli-
26 cant providing funds under subsection (a).

1 “(2) POLICIES AND PROCEDURES.—The Sec-
2 retary shall implement such policies and procedures
3 as may be required to ensure that the acceptance of
4 funds under subsection (a) does not prejudice the
5 Secretary in the issuance of any license or permit to
6 an applicant.

7 “(c) RECEIPTS CREDITED AS OFFSETTING COLLEC-
8 TIONS.—Notwithstanding section 3302 of title 31, any
9 funds accepted under this section—

10 “(1) shall be credited as offsetting collections to
11 the account that finances the activities and services
12 for which the funds are accepted;

13 “(2) shall be available for expenditure only to
14 pay the costs of activities and services for which the
15 funds are accepted; and

16 “(3) shall remain available until expended.”.

17 (b) CLERICAL AMENDMENT.—The analysis for chap-
18 ter 509 of title 51, United States Code, is amended by
19 adding at the end the following:

“50924. Funding to facilitate FAA licensing.”.

20 **SEC. 411. EMERGENCY MEDICAL EQUIPMENT ON PAS-**
21 **SENGER AIRCRAFT.**

22 (a) IN GENERAL.—Not later than 1 year after the
23 date of enactment of this Act, the Administrator of the
24 Federal Aviation Administration shall evaluate and revise,
25 as appropriate, regulations in part 121 of title 14, Code

1 of Federal Regulations, regarding emergency medical
2 equipment, including the contents of first-aid kits, applica-
3 ble to all certificate holders operating passenger aircraft
4 under that part.

5 (b) CONSIDERATION.—In carrying out subsection (a),
6 the Administrator shall consider whether the minimum
7 contents of approved emergency medical kits, including
8 approved first-aid kits, include appropriate medications
9 and equipment to meet the emergency medical needs of
10 children.

11 **SEC. 412. HIMS PROGRAM.**

12 Not later than 180 days after the date of enactment
13 of this Act, the Administrator of the Federal Aviation Ad-
14 ministration shall conduct a human intervention motiva-
15 tion study (HIMS) program for flight crewmembers em-
16 ployed by commercial air carriers operating in United
17 States airspace.

18 **SEC. 413. ACCEPTANCE OF VOLUNTARILY PROVIDED SAFE-**
19 **TY INFORMATION.**

20 (a) IN GENERAL.—There shall be a presumption that
21 an individual's voluntary disclosure of an operational or
22 maintenance issue related to aviation safety under an avia-
23 tion safety action program meets the criteria for accept-
24 ance as a valid disclosure under such program.

1 (b) **DISCLAIMER REQUIRED.**—Any dissemination of
2 a disclosure that was submitted and accepted under an
3 aviation safety action program pursuant to the presump-
4 tion under subsection (a), but that has not undergone re-
5 view by an event review committee, shall be accompanied
6 by a disclaimer stating that the disclosure—

7 (1) has not been reviewed by an event review
8 committee tasked with reviewing such disclosures;
9 and

10 (2) may subsequently be determined to be ineli-
11 gible for inclusion in the aviation safety action pro-
12 gram.

13 (c) **REJECTION OF DISCLOSURE.**—A disclosure de-
14 scribed under subsection (a) shall be rejected from an
15 aviation safety action program if, after a review of the dis-
16 closure, an event review committee tasked with reviewing
17 such disclosures determines that the disclosure fails to
18 meet the criteria for acceptance under such program.

19 (d) **AVIATION SAFETY ACTION PROGRAM DE-**
20 **FINED.**—In this section, the term “aviation safety action
21 program” means a program established in accordance with
22 Federal Aviation Administration Advisory Circular 120–
23 66B, issued November 15, 2002 (including any similar
24 successor advisory circular), to allow an individual to vol-

1 untarily disclose operational or maintenance issues related
2 to aviation safety.

3 **SEC. 414. FLIGHT ATTENDANT DUTY PERIOD LIMITATIONS**
4 **AND REST REQUIREMENTS.**

5 (a) MODIFICATION OF FINAL RULE.—

6 (1) IN GENERAL.—Not later than 30 days after
7 the date of enactment of this Act, the Secretary of
8 Transportation shall modify the final rule of the
9 Federal Aviation Administration published in the
10 Federal Register on August 19, 1994 (59 Fed. Reg.
11 42974; relating to flight attendant duty period limi-
12 tations and rest requirements) in accordance with
13 the requirements of this subsection.

14 (2) CONTENTS.—The final rule, as modified
15 under paragraph (1), shall ensure that—

16 (A) a flight attendant scheduled to a duty
17 period of 14 hours or less is given a scheduled
18 rest period of at least 10 consecutive hours; and

19 (B) the rest period is not reduced under
20 any circumstances.

21 (b) FATIGUE RISK MANAGEMENT PLAN.—

22 (1) SUBMISSION OF PLAN BY PART 121 AIR CAR-
23 RIERS.—Not later than 90 days after the date of en-
24 actment of this Act, each air carrier operating under
25 part 121 of title 14, Code of Federal Regulations (in

1 this section referred to as a “part 121 air carrier”),
2 shall submit to the Administrator of the Federal
3 Aviation Administration for review and acceptance a
4 fatigue risk management plan for the carrier’s flight
5 attendants.

6 (2) CONTENTS OF PLAN.—A fatigue risk man-
7 agement plan submitted by a part 121 air carrier
8 under paragraph (1) shall include the following:

9 (A) Current flight time and duty period
10 limitations.

11 (B) A rest scheme consistent with such
12 limitations that enables the management of
13 flight attendant fatigue, including annual train-
14 ing to increase awareness of—

15 (i) fatigue;

16 (ii) the effects of fatigue on flight at-
17 tendants; and

18 (iii) fatigue countermeasures.

19 (C) Development and use of a methodology
20 that continually assesses the effectiveness of im-
21 plementation of the plan, including the ability
22 of the plan—

23 (i) to improve alertness; and

24 (ii) to mitigate performance errors.

1 (3) REVIEW.—Not later than 1 year after the
2 date of enactment of this Act, the Administrator
3 shall review and accept or reject each fatigue risk
4 management plan submitted under this subsection.
5 If the Administrator rejects a plan, the Adminis-
6 trator shall provide suggested modifications for re-
7 submission of the plan.

8 (4) PLAN UPDATES.—

9 (A) IN GENERAL.—A part 121 air carrier
10 shall update its fatigue risk management plan
11 under paragraph (1) every 2 years and submit
12 the update to the Administrator for review and
13 acceptance.

14 (B) REVIEW.—Not later than 1 year after
15 the date of submission of a plan update under
16 subparagraph (A), the Administrator shall re-
17 view and accept or reject the update. If the Ad-
18 ministrator rejects an update, the Adminis-
19 trator shall provide suggested modifications for
20 resubmission of the update.

21 (5) COMPLIANCE.—A part 121 air carrier shall
22 comply with the fatigue risk management plan of the
23 air carrier that is accepted by the Administrator
24 under this subsection.

1 (6) CIVIL PENALTIES.—A violation of this sub-
2 section by a part 121 air carrier shall be treated as
3 a violation of chapter 447 of title 49, United States
4 Code, for purposes of the application of civil pen-
5 alties under chapter 463 of that title.

6 **SEC. 415. SECONDARY COCKPIT BARRIERS.**

7 Not later than 1 year after the date of enactment
8 of this Act, the Administrator of the Federal Aviation Ad-
9 ministration shall issue an order requiring the installation
10 of a secondary cockpit barrier on each aircraft that is
11 manufactured for delivery to a passenger air carrier in the
12 United States operating under the provisions of part 121
13 of title 14, Code of Federal Regulations.

14 **SEC. 416. AVIATION MAINTENANCE INDUSTRY TECHNICAL**
15 **WORKFORCE.**

16 (a) STUDY.—The Comptroller General of the United
17 States shall conduct a study on technical workers in the
18 aviation maintenance industry.

19 (b) CONTENTS.—In conducting the study, the Comp-
20 troller General shall—

21 (1) analyze the current Standard Occupational
22 Classification system with regard to the aviation
23 profession, particularly technical workers in the avia-
24 tion maintenance industry;

1 (2) analyze how changes to the Federal employ-
2 ment classification of aviation maintenance industry
3 workers might affect government data on unemploy-
4 ment rates and wages;

5 (3) analyze how changes to the Federal employ-
6 ment classification of aviation maintenance industry
7 workers might affect projections for future aviation
8 maintenance industry workforce needs and project
9 technical worker shortfalls;

10 (4) analyze the impact of Federal regulation,
11 including Federal Aviation Administration oversight
12 of certification, testing, and education programs, on
13 employment of technical workers in the aviation
14 maintenance industry;

15 (5) develop recommendations on how Federal
16 Aviation Administration regulations and policies
17 could be improved to address aviation maintenance
18 industry needs for technical workers; and

19 (6) develop recommendations for better coordi-
20 nating actions by government, educational institu-
21 tions, and businesses to support workforce growth in
22 the aviation maintenance industry.

23 (c) REPORT.—Not later than 1 year after the date
24 of enactment of this Act, the Comptroller General shall
25 submit to the Committee on Transportation and Infra-

1 structure of the House of Representatives and the Com-
2 mittee on Commerce, Science, and Transportation of the
3 Senate a report on the results of the study.

4 (d) DEFINITIONS.— In this section, the following
5 definitions apply:

6 (1) AVIATION MAINTENANCE INDUSTRY.—The
7 term “aviation maintenance industry” means repair
8 stations certificated under part 145 of title 14, Code
9 of Federal Regulations.

10 (2) TECHNICAL WORKER.—The term “technical
11 worker” means an individual authorized under part
12 43 of title 14, Code of Federal Regulations, to main-
13 tain, rebuild, alter, or perform preventive mainte-
14 nance on an aircraft, airframe, aircraft engine, pro-
15 peller, appliance, or component part or employed by
16 an entity so authorized to perform such a function.

17 **SEC. 417. CRITICAL AIRFIELD MARKINGS.**

18 Not later than 180 days after the date of enactment
19 of this Act, the Administrator of the Federal Aviation Ad-
20 ministration shall issue a request for proposal for a study
21 that includes—

22 (1) an independent, third party study to assess
23 the durability of Type III and Type I glass beads
24 applied to critical markings over a 2-year period at
25 not fewer than 2 primary airports in varying weath-

1 er conditions to measure the retroreflectivity levels of
2 such markings on a quarterly basis; and

3 (2) a study at 2 other airports carried out by
4 applying Type III beads on half of the centerline
5 and Type I beads to the other half and providing for
6 assessments from pilots through surveys adminis-
7 tered by a third party as to the visibility and per-
8 formance of the Type III glass beads as compared
9 to the Type I glass beads over a 1-year period.

10 **Subtitle B—Unmanned Aircraft** 11 **Systems**

12 **SEC. 431. DEFINITIONS.**

13 Except as otherwise provided, the definitions con-
14 tained in section 45501 of title 49, United States Code
15 (as added by this Act), shall apply to this subtitle.

16 **SEC. 432. CODIFICATION OF EXISTING LAW; ADDITIONAL** 17 **PROVISIONS.**

18 (a) IN GENERAL.—Subtitle VII of title 49, United
19 States Code, is amended by inserting after chapter 453
20 the following:

21 **“CHAPTER 455—UNMANNED AIRCRAFT** 22 **SYSTEMS**

“Sec.

“45501. Definitions.

“45502. Integration of civil unmanned aircraft systems into national airspace system.

“45503. Risk-based permitting of unmanned aircraft systems.

“45504. Public unmanned aircraft systems.

“45505. Special rules for certain unmanned aircraft systems.

“45506. Certification of new air navigation facilities for unmanned aircraft and other aircraft.

“45507. Special rules for certain UTM and low-altitude CNS.

“45508. Operation of small unmanned aircraft.

“45509. Special rules for model aircraft.

“45510. Carriage of property for compensation or hire.

“45511. Micro UAS operations.

1 “§ 45501. Definitions

2 “In this chapter, the following definitions apply:

3 “(1) AERIAL DATA COLLECTION.—The term
4 ‘aerial data collection’ means the gathering of data
5 by a device aboard an unmanned aircraft during
6 flight, including imagery, sensing, and measurement
7 by such device.

8 “(2) ARCTIC.—The term ‘Arctic’ means the
9 United States zone of the Chukchi Sea, Beaufort
10 Sea, and Bering Sea north of the Aleutian chain.

11 “(3) CERTIFICATE OF WAIVER; CERTIFICATE
12 OF AUTHORIZATION.—The terms ‘certificate of waiv-
13 er’ and ‘certificate of authorization’ mean a Federal
14 Aviation Administration grant of approval for a spe-
15 cific flight operation.

16 “(4) CNS.—The term ‘CNS’ means a commu-
17 nication, navigation, or surveillance system or serv-
18 ice.

19 “(5) MODEL AIRCRAFT.—the term ‘model air-
20 craft’ means an unmanned aircraft that is—

21 “(A) capable of sustained flight in the at-
22 mosphere;

1 “(B) flown within visual line of sight of the
2 person operating the aircraft; and

3 “(C) flown for hobby or recreational pur-
4 poses.

5 “(6) PERMANENT AREAS.—The term ‘perma-
6 nent areas’ means areas on land or water that pro-
7 vide for launch, recovery, and operation of small un-
8 manned aircraft.

9 “(7) PUBLIC UNMANNED AIRCRAFT SYSTEM.—
10 The term ‘public unmanned aircraft system’ means
11 an unmanned aircraft system that meets the quali-
12 fications and conditions required for operation of a
13 public aircraft (as defined in section 40102(a)).

14 “(8) SENSE-AND-AVOID CAPABILITY.—The term
15 ‘sense-and-avoid capability’ means the capability of
16 an unmanned aircraft to remain a safe distance
17 from and to avoid collisions with other airborne air-
18 craft.

19 “(9) SMALL UNMANNED AIRCRAFT.—The term
20 ‘small unmanned aircraft’ means an unmanned air-
21 craft weighing less than 55 pounds, including every-
22 thing that is on board the aircraft.

23 “(10) UNMANNED AIRCRAFT.—The term ‘un-
24 manned aircraft’ means an aircraft that is operated

1 without the possibility of direct human intervention
2 from within or on the aircraft.

3 “(11) UNMANNED AIRCRAFT SYSTEM.—The
4 term ‘unmanned aircraft system’ means an un-
5 manned aircraft and associated elements (including
6 communication links and the components that con-
7 trol the unmanned aircraft) that are required for the
8 pilot in command to operate safely and efficiently in
9 the national airspace system.

10 “(12) UTM.—The term ‘UTM’ means an un-
11 manned aircraft traffic management system or serv-
12 ice.

13 **“§ 45502. Integration of civil unmanned aircraft sys-**
14 **tems into national airspace system**

15 “(a) REQUIRED PLANNING FOR INTEGRATION.—

16 “(1) COMPREHENSIVE PLAN.—Not later than
17 November 10, 2012, the Secretary of Transpor-
18 tation, in consultation with representatives of the
19 aviation industry, Federal agencies that employ un-
20 manned aircraft systems technology in the national
21 airspace system, and the unmanned aircraft systems
22 industry, shall develop a comprehensive plan to safe-
23 ly accelerate the integration of civil unmanned air-
24 craft systems into the national airspace system.

1 “(2) CONTENTS OF PLAN.—The plan required
2 under paragraph (1) shall contain, at a minimum,
3 recommendations or projections on—

4 “(A) the rulemaking to be conducted under
5 subsection (b), with specific recommendations
6 on how the rulemaking will—

7 “(i) define the acceptable standards
8 for operation and certification of civil un-
9 manned aircraft systems;

10 “(ii) ensure that any civil unmanned
11 aircraft system includes a sense-and-avoid
12 capability; and

13 “(iii) establish standards and require-
14 ments for the operator and pilot of a civil
15 unmanned aircraft system, including
16 standards and requirements for registra-
17 tion and licensing;

18 “(B) the best methods to enhance the tech-
19 nologies and subsystems necessary to achieve
20 the safe and routine operation of civil un-
21 manned aircraft systems in the national air-
22 space system;

23 “(C) a phased-in approach to the integra-
24 tion of civil unmanned aircraft systems into the
25 national airspace system;

1 “(D) a timeline for the phased-in approach
2 described under subparagraph (C);

3 “(E) creation of a safe airspace designa-
4 tion for cooperative manned and unmanned
5 flight operations in the national airspace sys-
6 tem;

7 “(F) establishment of a process to develop
8 certification, flight standards, and air traffic re-
9 quirements for civil unmanned aircraft systems
10 at test ranges where such systems are subject
11 to testing;

12 “(G) the best methods to ensure the safe
13 operation of civil unmanned aircraft systems
14 and public unmanned aircraft systems simulta-
15 neously in the national airspace system; and

16 “(H) incorporation of the plan into the an-
17 nual NextGen Implementation Plan document
18 (or any successor document) of the Federal
19 Aviation Administration.

20 “(3) DEADLINE.—The plan required under
21 paragraph (1) shall provide for the safe integration
22 of civil unmanned aircraft systems into the national
23 airspace system as soon as practicable, but not later
24 than September 30, 2015.

1 “(4) REPORT TO CONGRESS.—Not later than
2 February 14, 2013, the Secretary shall submit to
3 Congress a copy of the plan required under para-
4 graph (1).

5 “(5) ROADMAP.—Not later than February 14,
6 2013, the Secretary shall approve and make avail-
7 able in print and on the Administration’s internet
8 website a 5-year roadmap for the introduction of
9 civil unmanned aircraft systems into the national
10 airspace system, as coordinated by the Unmanned
11 Aircraft Program Office of the Administration. The
12 Secretary shall update the roadmap annually.

13 “(b) RULEMAKING.—Not later than 18 months after
14 the date on which the plan required under subsection
15 (a)(1) is submitted to Congress under subsection (a)(4),
16 the Secretary shall publish in the Federal Register—

17 “(1) a final rule on small unmanned aircraft
18 systems that will allow for civil operation of such
19 systems in the national airspace system, to the ex-
20 tent the systems do not meet the requirements for
21 expedited operational authorization under section
22 45508;

23 “(2) a notice of proposed rulemaking to imple-
24 ment the recommendations of the plan required
25 under subsection (a)(1), with the final rule to be

1 published not later than 16 months after the date of
2 publication of the notice; and

3 “(3) an update to the Administration’s most re-
4 cent policy statement on unmanned aircraft systems,
5 contained in Docket No. FAA–2006–25714.

6 “(c) EXPANDING USE OF UNMANNED AIRCRAFT
7 SYSTEMS IN ARCTIC.—

8 “(1) IN GENERAL.—Not later than August 12,
9 2012, the Secretary shall develop a plan and initiate
10 a process to work with relevant Federal agencies and
11 national and international communities to designate
12 permanent areas in the Arctic where small un-
13 manned aircraft may operate 24 hours per day for
14 research and commercial purposes. The plan for op-
15 erations in these permanent areas shall include the
16 development of processes to facilitate the safe oper-
17 ation of unmanned aircraft beyond line of sight.
18 Such areas shall enable over-water flights from the
19 surface to at least 2,000 feet in altitude, with in-
20 gress and egress routes from selected coastal launch
21 sites.

22 “(2) AGREEMENTS.—To implement the plan
23 under paragraph (1), the Secretary may enter into
24 an agreement with relevant national and inter-
25 national communities.

1 “(3) AIRCRAFT APPROVAL.—Not later than 1
2 year after the entry into force of an agreement nec-
3 essary to effectuate the purposes of this subsection,
4 the Secretary shall work with relevant national and
5 international communities to establish and imple-
6 ment a process, or may apply an applicable process
7 already established, for approving the use of un-
8 manned aircraft in the designated permanent areas
9 in the Arctic without regard to whether an un-
10 manned aircraft is used as a public aircraft, a civil
11 aircraft, or a model aircraft.

12 **“§ 45503. Risk-based permitting of unmanned aircraft**
13 **systems**

14 “(a) IN GENERAL.—Not later than 120 days after
15 the date of enactment of this section, the Administrator
16 of the Federal Aviation Administration shall establish pro-
17 cedures for issuing permits under this section with respect
18 to certain unmanned aircraft systems and operations
19 thereof.

20 “(b) PERMITTING STANDARDS.—Upon the submis-
21 sion of an application in accordance with subsection (d),
22 the Administrator shall issue a permit with respect to the
23 proposed operation of an unmanned aircraft system if the
24 Administrator determines that the unmanned aircraft sys-

1 tem and the proposed operation achieve a level of safety
2 that is equivalent to—

3 “(1) other unmanned aircraft systems and op-
4 erations permitted under regulation, exemption, or
5 other authority granted by the Administrator; or

6 “(2) any other aircraft operation approved by
7 the Administrator with similar risk characteristics or
8 profiles.

9 “(c) SAFETY CRITERIA FOR CONSIDERATION.—In
10 determining whether a proposed operation meets the
11 standards described in subsection (b), the Administrator
12 shall consider the following safety criteria:

13 “(1) The kinetic energy of the unmanned air-
14 craft system.

15 “(2) The location of the proposed operation, in-
16 cluding the proximity to—

17 “(A) structures;

18 “(B) congested areas;

19 “(C) special-use airspace; and

20 “(D) persons on the ground.

21 “(3) The nature of the operation, including any
22 proposed risk mitigation.

23 “(4) Any known hazard of the proposed oper-
24 ation and the severity and likelihood of such hazard.

1 “(5) Any known failure modes of the unmanned
2 aircraft system, failure mode effects and criticality,
3 and any mitigating features or capabilities.

4 “(6) The operational history of relevant tech-
5 nologies, if available.

6 “(7) Any history of civil penalties or certificate
7 actions by the Administrator against the applicant
8 seeking the permit.

9 “(8) Any other safety criteria the Administrator
10 considers appropriate.

11 “(d) APPLICATION.—An application under this sec-
12 tion shall include evidence that the unmanned aircraft sys-
13 tem and the proposed operation thereof meet the stand-
14 ards described in subsection (b) based on the criteria de-
15 scribed in subsection (c).

16 “(e) SCOPE OF PERMIT.—A permit issued under this
17 section shall—

18 “(1) be valid for 5 years;

19 “(2) constitute approval of both the airworthi-
20 ness of the unmanned aircraft system and the pro-
21 posed operation of such system;

22 “(3) be renewable for additional 5-year periods;
23 and

24 “(4) contain any terms necessary to ensure
25 aviation safety.

1 “(f) NOTICE.—Not later than 120 days after the Ad-
2 ministrator receives a complete application under sub-
3 section (d), the Administrator shall provide the applicant
4 written notice of a decision to approve or disapprove of
5 the application or to request a modification of the applica-
6 tion that is necessary for approval of the application.

7 “(g) PERMITTING PROCESS.—The Administrator
8 shall issue a permit under this section without regard to
9 subsections (b) through (d) of section 553 of title 5 and
10 chapter 35 of title 44 if the Administrator determines that
11 the operation permitted will not occur near a congested
12 area.

13 “(h) EXEMPTION FROM CERTAIN REQUIREMENTS.—
14 To the extent consistent with aviation safety, the Adminis-
15 trator may exempt applicants under this section from
16 paragraphs (1) through (3) of section 44711(a).

17 “(i) WITHDRAWAL.—The Administrator may, at any
18 time, modify or withdraw a permit issued under this sec-
19 tion.

20 “(j) APPLICABILITY.—This section shall not apply to
21 small unmanned aircraft systems and operations author-
22 ized by the final rule on small unmanned aircraft systems
23 issued pursuant to section 45502(b)(1).

24 “(k) EXPEDITED REVIEW.—The Administrator shall
25 review and act upon applications under this section on an

1 expedited basis for unmanned aircraft systems and oper-
2 ations thereof to be used primarily in, or primarily in di-
3 rect support of, emergency preparedness, emergency re-
4 sponse, or disaster recovery efforts, including efforts in
5 connection with natural disasters and severe weather
6 events.

7 **“§ 45504. Public unmanned aircraft systems**

8 “(a) GUIDANCE.—Not later than November 10,
9 2012, the Secretary of Transportation shall issue guidance
10 regarding the operation of public unmanned aircraft sys-
11 tems to—

12 “(1) expedite the issuance of a certificate of au-
13 thorization process;

14 “(2) provide for a collaborative process with
15 public agencies to allow for an incremental expan-
16 sion of access to the national airspace system as
17 technology matures and the necessary safety anal-
18 ysis and data become available, and until standards
19 are completed and technology issues are resolved;

20 “(3) facilitate the capability of public agencies
21 to develop and use test ranges, subject to operating
22 restrictions required by the Federal Aviation Admin-
23 istration, to test and operate unmanned aircraft sys-
24 tems; and

1 “(4) provide guidance on a public entity’s re-
2 sponsibility when operating an unmanned aircraft
3 without a civil airworthiness certificate issued by the
4 Administration.

5 “(b) STANDARDS FOR OPERATION AND CERTIFI-
6 CATION.—Not later than December 31, 2015, the Admin-
7 istrator shall develop and implement operational and cer-
8 tification requirements for the operation of public un-
9 manned aircraft systems in the national airspace system.

10 “(c) AGREEMENTS WITH GOVERNMENT AGEN-
11 CIES.—

12 “(1) IN GENERAL.—Not later than May 14,
13 2012, the Secretary shall enter into agreements with
14 appropriate government agencies to simplify the
15 process for issuing certificates of waiver or author-
16 ization with respect to applications seeking author-
17 ization to operate public unmanned aircraft systems
18 in the national airspace system.

19 “(2) CONTENTS.—The agreements shall—

20 “(A) with respect to an application de-
21 scribed in paragraph (1)—

22 “(i) provide for an expedited review of
23 the application;

24 “(ii) require a decision by the Admin-
25 istrator on approval or disapproval within

1 60 business days of the date of submission
2 of the application; and

3 “(iii) allow for an expedited appeal if
4 the application is disapproved;

5 “(B) allow for a one-time approval of simi-
6 lar operations carried out during a fixed period
7 of time; and

8 “(C) allow a government public safety
9 agency to operate unmanned aircraft weighing
10 4.4 pounds or less, if operated—

11 “(i) within the line of sight of the op-
12 erator;

13 “(ii) less than 400 feet above the
14 ground;

15 “(iii) during daylight conditions;

16 “(iv) within Class G airspace; and

17 “(v) outside of 5 statute miles from
18 any airport, heliport, seaplane base, space-
19 port, or other location with aviation activi-
20 ties.

21 **“§ 45505. Special rules for certain unmanned aircraft**
22 **systems**

23 “(a) IN GENERAL.—Notwithstanding any other re-
24 quirement of this subtitle, and not later than August 12,
25 2012, the Secretary of Transportation shall determine if

1 certain unmanned aircraft systems may operate safely in
2 the national airspace system before completion of the plan
3 and rulemaking required by section 45502 or the guidance
4 required under section 45504.

5 “(b) ASSESSMENT OF UNMANNED AIRCRAFT SYS-
6 TEMS.—In making the determination under subsection
7 (a), the Secretary shall determine, at a minimum—

8 “(1) which types of unmanned aircraft systems,
9 if any, as a result of their size, weight, speed, oper-
10 ational capability, proximity to airports and popu-
11 lated areas, and operation within visual line of sight
12 do not create a hazard to users of the national air-
13 space system or the public or pose a threat to na-
14 tional security; and

15 “(2) whether a certificate of waiver, certificate
16 of authorization, or airworthiness certification under
17 section 44704 is required for the operation of un-
18 manned aircraft systems identified under paragraph
19 (1).

20 “(c) REQUIREMENTS FOR SAFE OPERATION.—If the
21 Secretary determines under this section that certain un-
22 manned aircraft systems may operate safely in the na-
23 tional airspace system, the Secretary shall establish re-
24 quirements for the safe operation of such aircraft systems
25 in the national airspace system.

1 **“§ 45506. Certification of new air navigation facilities**
2 **for unmanned aircraft and other aircraft**

3 “(a) IN GENERAL.—Not later than 18 months after
4 the date of enactment of this section, and notwithstanding
5 section 2208 of the FAA Extension, Safety, and Security
6 Act of 2016 (49 U.S.C. 40101 note), the Administrator
7 of the Federal Aviation Administration shall initiate a
8 rulemaking to establish procedures for issuing air naviga-
9 tion facility certificates pursuant to section 44702 to oper-
10 ators of—

11 “(1) UTM for unmanned aircraft operations
12 that occur primarily or exclusively in airspace 400
13 feet above ground level and below; and

14 “(2) low-altitude CNS for aircraft operations
15 that occur primarily or exclusively in airspace 400
16 feet above ground level and below.

17 “(b) MINIMUM REQUIREMENTS.—In issuing a final
18 rule pursuant to subsection (a), the Administrator, at a
19 minimum, shall provide for the following:

20 “(1) CERTIFICATION STANDARDS.—The Admin-
21 istrator shall issue an air navigation facility certifi-
22 cate under the final rule if the Administrator deter-
23 mines that a UTM or low-altitude CNS facilitates or
24 improves the safety of unmanned aircraft or other
25 aircraft operations that occur primarily or exclu-
26 sively in airspace 400 feet above ground level and

1 below, including operations conducted under a waiver
2 issued pursuant to subpart D of part 107 of title
3 14, Code of Federal Regulations.

4 “(2) CRITERIA FOR CONSIDERATION.—In determining whether a UTM or low-altitude CNS meets
5 the standard described in paragraph (1), the Administrator shall, as appropriate, consider—
6
7

8 “(A) protection of persons and property on
9 the ground;

10 “(B) remote identification of aircraft;

11 “(C) collision avoidance with respect to obstacles and aircraft;
12

13 “(D) deconfliction of aircraft trajectories;

14 “(E) safe and reliable interoperability or
15 noninterference with air traffic control and
16 other systems operated in the national airspace
17 system;

18 “(F) detection of noncooperative aircraft;

19 “(G) geographic and local factors;

20 “(H) aircraft equipage; and

21 “(I) qualifications, if any, necessary to operate the UTM or low-altitude CNS.
22

23 “(3) APPLICATION.—An application for an air
24 navigation facility certificate under the final rule
25 shall include evidence that the UTM or low-altitude

1 CNS meets the standard described in paragraph (1)
2 based on the criteria described in paragraph (2).

3 “(4) SCOPE OF CERTIFICATE.—The Adminis-
4 trator shall ensure that an air navigation facility
5 certificate issued under the final rule—

6 “(A) constitutes approval of the UTM or
7 low-altitude CNS for the duration of the term
8 of the certificate;

9 “(B) constitutes authorization to operate
10 the UTM or low-altitude CNS for the duration
11 of the term of the certificate; and

12 “(C) contains such limitations and condi-
13 tions as may be necessary to ensure aviation
14 safety.

15 “(5) NOTICE.—Not later than 120 days after
16 the Administrator receives a complete application
17 under the final rule, the Administrator shall provide
18 the applicant with a written approval, disapproval,
19 or request to modify the application.

20 “(6) LOW RISK AREAS.—Under the final rule,
21 the Administrator shall establish expedited proce-
22 dures for approval of UTM or low-altitude CNS op-
23 erated in—

24 “(A) airspace away from congested areas;

25 or

1 “(B) other airspace above areas in which
2 operations of unmanned aircraft pose very low
3 risk.

4 “(7) EXEMPTION FROM CERTAIN REQUIRE-
5 MENTS.—To the extent consistent with aviation safe-
6 ty, the Administrator may exempt applicants under
7 the final rule from requirements under sections
8 44702, 44703, and 44711.

9 “(8) CERTIFICATE MODIFICATIONS AND REV-
10 OCATIONS.—A certificate issued under the final rule
11 may, at any time, be modified or revoked by the Ad-
12 ministrator.

13 “(c) CONSULTATION.—In carrying out this section,
14 the Administrator shall consult with other Federal agen-
15 cies, as appropriate.

16 **“§ 45507. Special rules for certain UTM and low-alti-
17 tude CNS**

18 “(a) IN GENERAL.—Notwithstanding any other re-
19 quirement of this chapter, and not later than 120 days
20 after the date of enactment of this section, the Secretary
21 of Transportation shall determine if certain UTM and low-
22 altitude CNS may operate safely in the national airspace
23 system before completion of the rulemaking required by
24 section 45506.

1 “(b) ASSESSMENT OF UTM AND LOW-ALTITUDE
2 CNS.—In making the determination under subsection (a),
3 the Secretary shall determine, at a minimum, which types
4 of UTM and low-altitude CNS, if any, as a result of their
5 operational capabilities, reliability, intended use, and areas
6 of operation, and the characteristics of the aircraft in-
7 volved, do not create a hazard to users of the national
8 airspace system or the public.

9 “(c) REQUIREMENTS FOR SAFE OPERATION.—If the
10 Secretary determines that certain UTM and low-altitude
11 CNS may operate safely in the national airspace system,
12 the Secretary shall establish requirements for their safe
13 operation in the national airspace system.

14 “(d) EXPEDITED PROCEDURES.—The Secretary shall
15 provide expedited procedures for reviewing and approving
16 UTM or low-altitude CNS operated to monitor or control
17 aircraft operated primarily or exclusively in airspace
18 above—

19 “(1) croplands;

20 “(2) areas other than congested areas; and

21 “(3) other areas in which the operation of un-
22 manned aircraft poses very low risk.

23 “(e) CONSULTATION.—In carrying out this section,
24 the Administrator shall consult with other Federal agen-
25 cies, as appropriate.

1 **“§ 45508. Operation of small unmanned aircraft**

2 “(a) EXEMPTION AND CERTIFICATE OF WAIVER OR
3 AUTHORIZATION FOR CERTAIN OPERATIONS.—Not later
4 than 270 days after the date of enactment of this section,
5 the Administrator of the Federal Aviation Administration
6 shall establish a procedure for granting an exemption and
7 issuing a certificate of waiver or authorization for the op-
8 eration of a small unmanned aircraft system in United
9 States airspace for the purposes described in section
10 45501(1).

11 “(b) OPERATION OF EXEMPTION AND CERTIFICATE
12 OF WAIVER OR AUTHORIZATION.—

13 “(1) EXEMPTION.—An exemption granted
14 under this section shall—

15 “(A) exempt the operator of a small un-
16 manned aircraft from the provisions of title 14,
17 Code of Federal Regulations, that are exempted
18 in Exemption No. 11687, issued on May 26,
19 2015, Regulatory Docket Number FAA–2015–
20 0117, or in a subsequent exemption; and

21 “(B) contain conditions and limitations de-
22 scribed in paragraphs 3 through 31 of such Ex-
23 emption No. 11687, or conditions and limita-
24 tions of a subsequent exemption.

25 “(2) CERTIFICATE OF WAIVER OR AUTHORIZA-
26 TION.—A certificate of waiver or authorization

1 issued under this section shall allow the operation of
2 small unmanned aircraft according to—

3 “(A) the standard provisions and air traf-
4 fic control special provisions of the certificate of
5 waiver or authorization FAA Form 7711–1 (7–
6 74); or

7 “(B) the standard and special provisions of
8 a subsequent certificate of waiver or authoriza-
9 tion.

10 “(c) NOTICE TO ADMINISTRATOR.—Before operating
11 a small unmanned aircraft pursuant to a certificate of
12 waiver or authorization granted under this section, the op-
13 erator shall provide written notice to the Administrator,
14 in a form and manner specified by the Administrator, that
15 contains such information and assurances as the Adminis-
16 trator determines necessary in the interest of aviation
17 safety and the efficiency of the national airspace system,
18 including a certification that the operator has read, under-
19 stands, and will comply with all terms, conditions, and lim-
20 itations of the certificate of waiver or authorization.

21 “(d) WAIVER OF AIRWORTHINESS CERTIFICATE.—
22 Notwithstanding section 44711(a)(1), the holder of a cer-
23 tificate of waiver or authorization granted under this sec-
24 tion may operate a small unmanned aircraft under the

1 terms, conditions, and limitations of such certificate with-
2 out an airworthiness certificate.

3 “(e) PROCEDURE.—The granting of an exemption or
4 the issuance of a certificate of waiver or authorization, or
5 any other action authorized by this section, shall be made
6 without regard to—

7 “(1) section 553 of title 5; or

8 “(2) chapter 35 of title 44.

9 “(f) STATUTORY CONSTRUCTION.—Nothing in this
10 section may be construed to—

11 “(1) affect the issuance of a rule by or any
12 other activity of the Secretary of Transportation or
13 the Administrator under any other provision of law;
14 or

15 “(2) invalidate an exemption or certificate of
16 waiver or authorization issued by the Administrator
17 before the date of enactment of this section.

18 “(g) EFFECTIVE PERIODS.—An exemption or certifi-
19 cate of waiver or authorization issued under this section,
20 or an amendment of such exemption or certificate, shall
21 cease to be valid on the effective date of a final rule on
22 small unmanned aircraft systems issued under section
23 45502(b)(1).

1 **“§ 45509. Special rules for model aircraft**

2 “(a) IN GENERAL.—Notwithstanding any other pro-
3 vision of law relating to the incorporation of unmanned
4 aircraft systems into Federal Aviation Administration
5 plans and policies, including this subtitle, the Adminis-
6 trator of the Federal Aviation Administration may not
7 promulgate any rule or regulation regarding a model air-
8 craft or an aircraft being developed as a model aircraft
9 (other than the registration of certain model aircraft pur-
10 suant to section 44103), if—

11 “(1) the aircraft is flown strictly for hobby or
12 recreational use;

13 “(2) the aircraft is operated in accordance with
14 a community-based set of safety guidelines and with-
15 in the programming of a community-based organiza-
16 tion;

17 “(3) the aircraft is limited to not more than 55
18 pounds unless otherwise certified through a design,
19 construction, inspection, flight test, and operational
20 safety program administered by a community-based
21 organization;

22 “(4) the aircraft is operated in a manner that
23 does not interfere with and gives way to any manned
24 aircraft;

25 “(5) the aircraft is not operated over or within
26 the property of a fixed site facility that operates

1 amusement rides available for use by the general
2 public or the property extending 500 lateral feet be-
3 yond the perimeter of such facility unless the oper-
4 ation is authorized by the owner of the amusement
5 facility; and

6 “(6) when flown within 5 miles of an airport,
7 the operator of the aircraft provides the airport op-
8 erator and the airport air traffic control tower (when
9 an air traffic facility is located at the airport) with
10 prior notice of the operation (model aircraft opera-
11 tors flying from a permanent location within 5 miles
12 of an airport should establish a mutually agreed
13 upon operating procedure with the airport operator
14 and the airport air traffic control tower (when an air
15 traffic facility is located at the airport)).

16 “(b) COMMERCIAL OPERATION FOR INSTRUCTIONAL
17 OR EDUCATIONAL PURPOSES.—A flight of an unmanned
18 aircraft shall be treated as a flight of a model aircraft
19 for purposes of subsection (a) (regardless of any com-
20 pensation, reimbursement, or other consideration ex-
21 changed or incidental economic benefit gained in the
22 course of planning, operating, or supervising the flight),
23 if the flight is—

24 “(1) conducted for instructional or educational
25 purposes; and

1 “(2) operated or supervised by a member of a
2 community-based organization recognized pursuant
3 to subsection (e).

4 “(c) STATUTORY CONSTRUCTION.—Nothing in this
5 section may be construed to limit the authority of the Ad-
6 ministratoor to pursue enforcement action against persons
7 operating model aircraft who endanger the safety of the
8 national airspace system.

9 “(d) COMMUNITY-BASED ORGANIZATION DE-
10 FINED.—In this section, the term ‘community-based orga-
11 nization’ means an entity that—

12 “(1) is described in section 501(c)(3) of the In-
13 ternal Revenue Code of 1986;

14 “(2) is exempt from tax under section 501(a) of
15 the Internal Revenue Code of 1986;

16 “(3) the mission of which is demonstrably the
17 furtherance of model aviation;

18 “(4) provides a comprehensive set of safety
19 guidelines for all aspects of model aviation address-
20 ing the assembly and operation of model aircraft and
21 that emphasize safe aeromodeling operations within
22 the national airspace system and the protection and
23 safety of individuals and property on the ground;

24 “(5) provides programming and support for any
25 local charter organizations, affiliates, or clubs; and

1 “(6) provides assistance and support in the de-
2 velopment and operation of locally designated model
3 aircraft flying sites.

4 “(e) RECOGNITION OF COMMUNITY-BASED ORGANI-
5 ZATIONS.—Not later than 180 days after the date of en-
6 actment of this section, the Administrator shall establish,
7 and make available to the public, a process for recognizing
8 community-based organizations that meet the eligibility
9 criteria under subsection (d).

10 **“§ 45510. Carriage of property for compensation or**
11 **hire**

12 “(a) IN GENERAL.—Not later than 1 year after the
13 date of enactment of this section, the Secretary of Trans-
14 portation shall issue a final rule authorizing the carriage
15 of property by operators of small unmanned aircraft sys-
16 tems for compensation or hire within the United States.

17 “(b) CONTENTS.—The final rule required under sub-
18 section (a) shall provide for the following:

19 “(1) SMALL UAS AIR CARRIER CERTIFICATE.—
20 The Administrator of the Federal Aviation Adminis-
21 tration, at the direction of the Secretary, shall estab-
22 lish a small UAS air carrier certificate for persons
23 that undertake directly, or by lease or other arrange-
24 ment, the operation of small unmanned aircraft sys-
25 tems to carry property in air transportation, includ-

1 ing commercial fleet operations with highly auto-
2 mated unmanned aircraft systems. The requirements
3 to obtain a small UAS air carrier certificate shall—

4 “(A) account for the unique characteristics
5 of highly automated small unmanned aircraft
6 systems; and

7 “(B) include only those obligations nec-
8 essary for the safe operation of small unmanned
9 aircraft systems.

10 “(2) SMALL UAS AIR CARRIER CERTIFICATION
11 PROCESS.—The Administrator, at the direction of
12 the Secretary, shall establish a process for the
13 issuance of a small UAS air carrier certificate de-
14 scribed in paragraph (1) that is streamlined, simple,
15 performance-based, and risk-based. Such certifi-
16 cation process shall consider—

17 “(A) safety and the mitigation of oper-
18 ational risks from highly automated small un-
19 manned aircraft systems to the safety of other
20 aircraft, and persons and property on the
21 ground;

22 “(B) the safety and reliability of highly
23 automated small unmanned aircraft system de-
24 sign, including technological capabilities and

1 operational limitations to mitigate such risks;
2 and

3 “(C) the competencies and compliance pro-
4 grams of manufacturers, operators, and compa-
5 nies that both manufacture and operate small
6 unmanned aircraft systems and components.

7 “(3) SMALL UAS AIR CARRIER CLASSIFICA-
8 TION.—The Secretary shall develop a classification
9 system for small unmanned aircraft systems air car-
10 riers to establish economic authority for the carriage
11 of property by small unmanned aircraft systems for
12 compensation or hire. Such classification shall only
13 require—

14 “(A) registration with the Department of
15 Transportation; and

16 “(B) a valid small UAS air carrier certifi-
17 cate as described in paragraph (1).

18 **“§ 45511. Micro UAS operations**

19 “(a) IN GENERAL.—Not later than 60 days after the
20 date of enactment of this section, the Administrator of the
21 Federal Aviation Administration shall charter an aviation
22 rulemaking advisory committee to develop recommenda-
23 tions for regulations under which any person may operate
24 a micro unmanned aircraft system, the aircraft component
25 of which weighs 4.4 pounds or less, including payload,

1 without the person operating the system being required
2 to pass any airman certification requirement, including
3 any requirements under section 44703, part 61 of title 14,
4 Code of Federal Regulations, or any other rule or regula-
5 tion relating to airman certification.

6 “(b) CONSIDERATIONS.—In developing recommenda-
7 tions for the operation of micro unmanned aircraft sys-
8 tems under subsection (a), the members of the aviation
9 rulemaking advisory committee shall consider rules for op-
10 eration of such systems—

11 “(1) at an altitude of less than 400 feet above
12 ground level;

13 “(2) with an airspeed of not greater than 40
14 knots;

15 “(3) within the visual line of sight of the oper-
16 ator;

17 “(4) during the hours between sunrise and sun-
18 set;

19 “(5) by an operator who has passed an aero-
20 nautical knowledge and safety test administered by
21 the Federal Aviation Administration online specifi-
22 cally for the operation of micro unmanned aircraft
23 systems, with such test being of a length and dif-
24 ficulty that acknowledges the reduced operational

1 complexity and low risk of micro unmanned aircraft
2 systems;

3 “(6) not over unprotected persons uninvolved in
4 its operation; and

5 “(7) at least 5 statute miles from the geo-
6 graphic center of a tower-controlled airport or air-
7 port denoted on a current Federal Aviation Adminis-
8 tration-published aeronautical chart, except that a
9 micro unmanned aircraft system may be operated
10 closer than 5 statute miles to the airport if the oper-
11 ator—

12 “(A) provides prior notice to the airport
13 operator; and

14 “(B) receives, for a tower-controlled air-
15 port, prior approval from the air traffic control
16 facility located at the airport.

17 “(c) CONSULTATION.—

18 “(1) IN GENERAL.—In developing recommenda-
19 tions for recommended regulations under subsection
20 (a), the aviation rulemaking advisory committee
21 shall consult with—

22 “(A) unmanned aircraft systems stake-
23 holders, including manufacturers of micro un-
24 manned aircraft systems;

1 “(B) community-based aviation organiza-
2 tions;

3 “(C) the Center of Excellence for Un-
4 manned Aircraft Systems; and

5 “(D) appropriate Federal agencies.

6 “(2) FACA.—The Federal Advisory Committee
7 Act (5 U.S.C. App.) shall not apply to an aviation
8 rulemaking advisory committee chartered under this
9 section.

10 “(d) RULEMAKING.—Not later than 180 days after
11 the date of receipt of the recommendations under sub-
12 section (a), the Administrator shall issue regulations in-
13 corporating recommendations of the aviation rulemaking
14 advisory committee that provide for the operation of micro
15 unmanned aircraft systems in the United States—

16 “(1) without an airman certificate; and

17 “(2) without an airworthiness certificate for the
18 associated unmanned aircraft.

19 “(e) SCOPE OF REGULATIONS.—

20 “(1) IN GENERAL.—In determining whether a
21 person may operate an unmanned aircraft system
22 under 1 or more of the circumstances described
23 under paragraphs (1) through (3) of subsection (b),
24 the Administrator shall use a risk-based approach
25 and consider, at a minimum, the physical and func-

1 tional characteristics of the unmanned aircraft sys-
2 tem.

3 “(2) LIMITATION.—The Administrator may
4 only issue regulations under this section for un-
5 manned aircraft systems that the Administrator de-
6 termines may be operated safely in the national air-
7 space system pursuant to those regulations.

8 “(f) RULES OF CONSTRUCTION.—Nothing in this
9 section may be construed—

10 “(1) to prohibit a person from operating an un-
11 manned aircraft system under a circumstance de-
12 scribed under paragraphs (1) through (3) of sub-
13 section (b) if—

14 “(A) the circumstance is allowed by regula-
15 tions issued under this section; and

16 “(B) the person operates the unmanned
17 aircraft system in a manner prescribed by the
18 regulations; or

19 “(2) to limit or affect in any way the Adminis-
20 trator’s authority to conduct a rulemaking, make a
21 determination, or carry out any activity related to
22 unmanned aircraft or unmanned aircraft systems
23 under any other provision of law.”.

24 (b) CONFORMING AMENDMENTS.—

25 (1) REPEALS.—

1 (A) IN GENERAL.—Sections 332(a),
2 332(b), 332(d), 333, 334, and 336 of the FAA
3 Modernization and Reform Act of 2012 (49
4 U.S.C. 40101 note) are repealed.

5 (B) CLERICAL AMENDMENT.—The items
6 relating to sections 333, 334, and 336 of the
7 FAA Modernization and Reform Act of 2012
8 (49 U.S.C. 40101 note) in the table of contents
9 contained in section 1(b) of that Act are re-
10 pealed.

11 (2) PENALTIES.—Section 46301 of title 49,
12 United States Code, is amended—

13 (A) in subsection (a)—

14 (i) in paragraph (1)(A) by inserting
15 “chapter 455,” after “chapter 451,”; and

16 (ii) in paragraph (5)(A)(i) by striking
17 “or chapter 451,” and inserting “chapter
18 451, chapter 455,”;

19 (B) in subsection (d)(2) by inserting
20 “chapter 455,” after “chapter 451,”; and

21 (C) in subsection (f)(1)(A)(i) by striking
22 “or chapter 451” and inserting “chapter 451,
23 or chapter 455”.

24 (3) CLERICAL AMENDMENT.—The analysis for
25 subtitle VII of title 49, United States Code, is

1 amended by inserting after the item relating to
2 chapter 453 the following:

“455. Unmanned aircraft systems45501”.

3 **SEC. 433. UNMANNED AIRCRAFT TEST RANGES.**

4 (a) EXTENSION OF PROGRAM.—Section 332(c)(1) of
5 the FAA Modernization and Reform Act of 2012 (49
6 U.S.C. 40101 note) is amended by striking “September
7 30, 2019” and inserting “the date that is 6 years after
8 the date of enactment of the 21st Century AIRR Act”.

9 (b) SENSE-AND-AVOID AND BEYOND LINE OF SIGHT
10 SYSTEMS AT TEST RANGES.—

11 (1) IN GENERAL.—To the extent consistent
12 with aviation safety, the Administrator of the Fed-
13 eral Aviation Administration shall permit and en-
14 courage flights of unmanned aircraft equipped with
15 sense-and-avoid and beyond line of sight systems at
16 the 6 test ranges designated under section 332(c) of
17 the FAA Modernization and Reform Act of 2012.

18 (2) WAIVERS.—In carrying out paragraph (1),
19 the Administrator may waive the requirements of
20 section 44711 of title 49, United States Code, in-
21 cluding related regulations, to the extent consistent
22 with aviation safety.

23 (c) TEST RANGE DEFINED.—In this section, the
24 term “test range” means a defined geographic area where
25 research and development are conducted.

1 **SEC. 434. SENSE OF CONGRESS REGARDING UNMANNED**
2 **AIRCRAFT SAFETY.**

3 It is the sense of Congress that—

4 (1) the unauthorized operation of unmanned
5 aircraft near airports presents a serious hazard to
6 aviation safety;

7 (2) a collision between an unmanned aircraft
8 and a conventional aircraft in flight could jeopardize
9 the safety of persons aboard the aircraft and on the
10 ground;

11 (3) Federal aviation regulations, including sec-
12 tions 91.126 through 91.131 of title 14, Code of
13 Federal Regulations, prohibit unauthorized operation
14 of an aircraft in controlled airspace near an airport;

15 (4) Federal aviation regulations, including sec-
16 tion 91.13 of title 14, Code of Federal Regulations,
17 prohibit the operation of an aircraft in a careless or
18 reckless manner so as to endanger the life or prop-
19 erty of another;

20 (5) the Administrator of the Federal Aviation
21 Administration should pursue all available civil and
22 administrative remedies available to the Adminis-
23 trator, including referrals to other government agen-
24 cies for criminal investigations, with respect to per-
25 sons who operate unmanned aircraft in an unauthor-
26 ized manner;

1 (6) the Administrator should place particular
2 priority on continuing measures, including partner-
3 ships with nongovernmental organizations, to edu-
4 cate the public about the dangers to the public safe-
5 ty of operating unmanned aircraft near airports
6 without the appropriate approvals or authorizations;
7 and

8 (7) manufacturers and retail sellers of small
9 unmanned aircraft systems should take steps to edu-
10 cate consumers about the safe and lawful operation
11 of such systems.

12 **SEC. 435. UAS PRIVACY REVIEW.**

13 (a) REVIEW.—The Secretary of Transportation, in
14 consultation with the heads of appropriate Federal agen-
15 cies, appropriate State and local officials, and subject-mat-
16 ter experts and in consideration of relevant efforts led by
17 the National Telecommunications and Information Ad-
18 ministration, shall carry out a review to identify any po-
19 tential reduction of privacy specifically caused by the inte-
20 gration of unmanned aircraft systems into the national
21 airspace system.

22 (b) CONSULTATION.—In carrying out the review, the
23 Secretary shall consult with the National Telecommuni-
24 cations and Information Administration of the Depart-
25 ment of Commerce on its ongoing efforts responsive to the

1 Presidential memorandum titled “Promoting Economic
2 Competitiveness While Safeguarding Privacy, Civil Rights,
3 and Civil Liberties in Domestic Use of Unmanned Aircraft
4 Systems” and dated February 15, 2015.

5 (c) REPORT.—Not later than 180 days after the date
6 of enactment of this Act, the Secretary shall submit to
7 the Committee on Transportation and Infrastructure of
8 the House of Representatives and the Committee on Com-
9 merce, Science, and Transportation of the Senate a report
10 on the results of the review required under subsection (a).

11 **SEC. 436. PUBLIC UAS OPERATIONS BY TRIBAL GOVERN-**
12 **MENTS.**

13 (a) PUBLIC UAS OPERATIONS BY TRIBAL GOVERN-
14 MENTS.—Section 40102(a)(41) of title 49, United States
15 Code, is amended by adding at the end the following:

16 “(F) An unmanned aircraft that is owned
17 and operated by, or exclusively leased for at
18 least 90 continuous days by, an Indian Tribal
19 government, as defined in section 102 of the
20 Robert T. Stafford Disaster Relief and Emer-
21 gency Assistance Act (42 U.S.C. 5122), except
22 as provided in section 40125(b).”.

23 (b) CONFORMING AMENDMENT.—Section 40125(b)
24 of title 49, United States Code, is amended by striking
25 “or (D)” and inserting “(D), or (F)”.

1 **SEC. 437. EVALUATION OF AIRCRAFT REGISTRATION FOR**
2 **SMALL UNMANNED AIRCRAFT.**

3 (a) METRICS.—Beginning not later than 180 days
4 after the date of enactment of this Act, the Administrator
5 of the Federal Aviation Administration shall develop and
6 track metrics to assess compliance with and effectiveness
7 of the registration of small unmanned aircraft systems by
8 the Federal Aviation Administration pursuant to the in-
9 terim final rule issued on December 16, 2015, entitled
10 “Registration and Marking Requirements for Small Un-
11 manned Aircraft” (80 Fed. Reg. 78593) and any subse-
12 quent final rule, including metrics with respect to—

13 (1) the levels of compliance with the interim
14 final rule and any subsequent final rule;

15 (2) the number of enforcement actions taken by
16 the Administration for violations of or noncompli-
17 ance with the interim final rule and any subsequent
18 final rule, together with a description of the actions;
19 and

20 (3) the effect of the interim final rule and any
21 subsequent final rule on compliance with any fees
22 associated with the use of small unmanned aircraft
23 systems.

24 (b) EVALUATION.—The Inspector General of the De-
25 partment of Transportation shall evaluate—

1 (1) the Administration's progress in developing
2 and tracking the metrics set forth in subsection (a);
3 and

4 (2) the reliability, effectiveness, and efficiency
5 of the Administration's registration program for
6 small unmanned aircraft.

7 (c) REPORT.—Not later than 1 year after the date
8 of enactment of this Act, the Inspector General of the De-
9 partment of Transportation shall submit to the Committee
10 on Transportation and Infrastructure of the House of
11 Representatives and the Committee on Commerce,
12 Science, and Transportation of the Senate a report con-
13 taining—

14 (1) the results of the evaluation required under
15 subsection (b); and

16 (2) recommendations to the Administrator and
17 Congress for improvements to the registration proc-
18 ess for small unmanned aircraft.

19 **SEC. 438. STUDY ON ROLES OF GOVERNMENTS RELATING**
20 **TO LOW-ALTITUDE OPERATION OF SMALL**
21 **UNMANNED AIRCRAFT.**

22 (a) IN GENERAL.—Not later than 60 days after the
23 date of enactment of this Act, the Inspector General of
24 the Department of Transportation shall initiate a study
25 on—

1 (1) the regulation and oversight of the low-alti-
2 tude operations of small unmanned aircraft and
3 small unmanned aircraft systems; and

4 (2) the appropriate roles and responsibilities of
5 Federal, State, local, and Tribal governments in reg-
6 ulating and overseeing the operations of small un-
7 manned aircraft in airspace 400 feet above ground
8 level and below.

9 (b) CONSIDERATIONS.—In carrying out the study,
10 the Inspector General shall consider, at a minimum—

11 (1) the recommendations of Task Group 1 of
12 the Drone Advisory Committee chartered by the
13 Federal Aviation Administration on August 31,
14 2016;

15 (2) the legal and policy requirements necessary
16 for the safe and financially viable development and
17 growth of the unmanned aircraft industry;

18 (3) the interests of Federal, State, local, and
19 Tribal governments affected by low-altitude oper-
20 ations of small unmanned aircraft;

21 (4) the existing authorities of Federal, State,
22 local, and Tribal governments to protect the inter-
23 ests referenced in paragraph (3);

1 (5) the degree of regulatory consistency re-
2 quired for the safe and financially viable growth and
3 development of the unmanned aircraft industry;

4 (6) the degree of local variance possible among
5 regulations consistent with the safe and financially
6 viable growth and development of the unmanned air-
7 craft industry;

8 (7) the appropriate roles of State, local, and
9 Tribal governments in regulating the operations of
10 small unmanned aircraft within the lateral bound-
11 aries of their jurisdiction in the categories of air-
12 space described in subsection (a)(2);

13 (8) the subjects and types of regulatory author-
14 ity that should remain with the Federal Government;

15 (9) the infrastructure requirements necessary
16 for monitoring the low-altitude operations of small
17 unmanned aircraft and enforcing applicable laws;

18 (10) the number of small businesses involved in
19 the various sectors of the unmanned aircraft indus-
20 try and operating as primary users of small un-
21 manned aircraft; and

22 (11) any best practices, lessons learned, or poli-
23 cies of jurisdictions outside the United States relat-
24 ing to local or regional regulation and oversight of

1 small unmanned aircraft and other emergent tech-
2 nologies.

3 (c) REPORT TO CONGRESS.—Not later than 180 days
4 after initiating the study, the Inspector General shall sub-
5 mit to the Committee on Transportation and Infrastruc-
6 ture of the House of Representatives and the Committee
7 on Commerce, Science, and Transportation of the Senate
8 a report on the results of the study.

9 **SEC. 439. STUDY ON FINANCING OF UNMANNED AIRCRAFT**
10 **SERVICES.**

11 (a) IN GENERAL.—Not later than 60 days after the
12 date of enactment of this Act, the Comptroller General
13 of the United States shall initiate a study on appropriate
14 fee mechanisms to recover the costs of—

15 (1) the regulation and safety oversight of un-
16 manned aircraft and unmanned aircraft systems;
17 and

18 (2) the provision of air navigation services to
19 unmanned aircraft and unmanned aircraft systems.

20 (b) CONSIDERATIONS.—In carrying out the study,
21 the Comptroller General shall consider, at a minimum—

22 (1) the recommendations of Task Group 3 of
23 the Drone Advisory Committee chartered by the
24 Federal Aviation Administration on August 31,
25 2016;

1 (2) the total annual costs incurred by the Fed-
2 eral Aviation Administration for the regulation and
3 safety oversight of activities related to unmanned
4 aircraft;

5 (3) the annual costs attributable to various
6 types, classes, and categories of unmanned aircraft
7 activities;

8 (4) air traffic services provided to unmanned
9 aircraft operating under instrument flight rules, ex-
10 cluding public aircraft;

11 (5) the number of full-time Federal Aviation
12 Administration employees dedicated to unmanned
13 aircraft programs;

14 (6) the use of privately operated UTM and
15 other privately operated unmanned aircraft systems;

16 (7) the projected growth of unmanned aircraft
17 operations for various applications and the estimated
18 need for regulation, oversight, and other services;

19 (8) the number of small businesses involved in
20 the various sectors of the unmanned aircraft indus-
21 try and operating as primary users of unmanned air-
22 craft; and

23 (9) any best practices or policies utilized by ju-
24 risdictions outside the United States relating to par-
25 tial or total recovery of regulation and safety over-

1 sight costs related to unmanned aircraft and other
2 emergent technologies.

3 (c) **REPORT TO CONGRESS.**—Not later than 180 days
4 after initiating the study, the Comptroller General shall
5 submit to the Committee on Transportation and Infra-
6 structure of the House of Representatives and the Com-
7 mittee on Commerce, Science, and Transportation of the
8 Senate a report containing recommendations on appro-
9 priate fee mechanisms to recover the costs of regulating
10 and providing air navigation services to unmanned aircraft
11 and unmanned aircraft systems.

12 **SEC. 440. UPDATE OF FAA COMPREHENSIVE PLAN.**

13 (a) **IN GENERAL.**—Not later than 270 days after the
14 date of enactment of this Act, the Secretary of Transpor-
15 tation shall update the comprehensive plan required by
16 section 332 of the FAA Modernization and Reform Act
17 of 2012 (49 U.S.C. 40101 note) to develop a concept of
18 operations for the integration of unmanned aircraft into
19 the national airspace system.

20 (b) **CONSIDERATIONS.**—In carrying out the update,
21 the Secretary shall consider, at a minimum—

22 (1) the potential use of UTM and other tech-
23 nologies to ensure the safe and lawful operation of
24 unmanned aircraft in the national airspace system;

1 (2) the appropriate roles, responsibilities, and
2 authorities of government agencies and the private
3 sector in identifying and reporting unlawful or
4 harmful operations and operators of unmanned air-
5 craft;

6 (3) the use of models, threat assessments, prob-
7 abilities, and other methods to distinguish between
8 lawful and unlawful operations of unmanned air-
9 craft; and

10 (4) appropriate systems, training, intergovern-
11 mental processes, protocols, and procedures to miti-
12 gate risks and hazards posed by unlawful or harmful
13 operations of unmanned aircraft systems.

14 (c) CONSULTATION.—The Secretary shall carry out
15 the update in consultation with representatives of the avia-
16 tion industry, Federal agencies that employ unmanned air-
17 craft systems technology in the national airspace system,
18 and the unmanned aircraft systems industry.

19 **SEC. 441. COOPERATION RELATED TO CERTAIN COUNTER-**
20 **UAS TECHNOLOGY.**

21 In matters relating to the use of systems in the na-
22 tional airspace system intended to mitigate threats posed
23 by errant or hostile unmanned aircraft system operations,
24 the Secretary of Transportation shall consult with the Sec-
25 retary of Defense to streamline deployment of such sys-

1 tems by drawing upon the expertise and experience of the
2 Department of Defense in acquiring and operating such
3 systems consistent with the safe and efficient operation
4 of the national airspace system.

5 **TITLE V—AIR SERVICE**
6 **IMPROVEMENTS**
7 **Subtitle A—Airline Customer**
8 **Service Improvements**

9 **SEC. 501. RELIABLE AIR SERVICE IN AMERICAN SAMOA.**

10 Section 40109(g) of title 49, United States Code, is
11 amended—

12 (1) in paragraph (2) by striking subparagraph
13 (C) and inserting the following:

14 “(C) review the exemption at least every 30
15 days (or, in the case of an exemption that is nec-
16 essary to provide and sustain air transportation in
17 American Samoa between the islands of Tutuila and
18 Manu’a, at least every 180 days) to ensure that the
19 unusual circumstances that established the need for
20 the exemption still exist.”; and

21 (2) by striking paragraph (3) and inserting the
22 following:

23 “(3) RENEWAL OF EXEMPTIONS.—

24 “(A) IN GENERAL.—Except as provided in
25 subparagraph (B), the Secretary may renew an

1 exemption (including renewals) under this sub-
2 section for not more than 30 days.

3 “(B) EXCEPTION.—The Secretary may
4 renew an exemption (including renewals) under
5 this subsection that is necessary to provide and
6 sustain air transportation in American Samoa
7 between the islands of Tutuila and Manu’a for
8 not more than 180 days.

9 “(4) CONTINUATION OF EXEMPTIONS.—An ex-
10 emption granted by the Secretary under this sub-
11 section may continue for not more than 5 days after
12 the unusual circumstances that established the need
13 for the exemption cease.”.

14 **SEC. 502. CELL PHONE VOICE COMMUNICATION BAN.**

15 (a) IN GENERAL.—Subchapter I of chapter 417 of
16 title 49, United States Code, is amended by adding at the
17 end the following:

18 **“§ 41725. Prohibition on certain cell phone voice com-
19 munications**

20 “(a) PROHIBITION.—The Secretary of Transpor-
21 tation shall issue regulations—

22 “(1) to prohibit an individual on an aircraft
23 from engaging in voice communications using a mo-
24 bile communications device during a flight of that

1 aircraft in scheduled passenger interstate or intra-
2 state air transportation; and

3 “(2) that exempt from the prohibition described
4 in paragraph (1) any—

5 “(A) member of the flight crew on duty on
6 an aircraft;

7 “(B) flight attendant on duty on an air-
8 craft; and

9 “(C) Federal law enforcement officer act-
10 ing in an official capacity.

11 “(b) DEFINITIONS.—In this section, the following
12 definitions apply:

13 “(1) FLIGHT.—The term ‘flight’ means, with
14 respect to an aircraft, the period beginning when the
15 aircraft takes off and ending when the aircraft
16 lands.

17 “(2) MOBILE COMMUNICATIONS DEVICE.—

18 “(A) IN GENERAL.—The term ‘mobile
19 communications device’ means any portable
20 wireless telecommunications equipment utilized
21 for the transmission or reception of voice data.

22 “(B) LIMITATION.—The term ‘mobile com-
23 munications device’ does not include a phone in-
24 stalled on an aircraft.”.

1 (b) CLERICAL AMENDMENT.—The analysis for chap-
2 ter 417 of title 49, United States Code, is amended by
3 inserting after the item relating to section 41724 the fol-
4 lowing:

“41725. Prohibition on certain cell phone voice communications.”.

5 **SEC. 503. ADVISORY COMMITTEE FOR AVIATION CON-**
6 **SUMER PROTECTION.**

7 Section 411 of the FAA Modernization and Reform
8 Act of 2012 (49 U.S.C. 42301 prec. note) is amended—

9 (1) in subsection (b)—

10 (A) by redesignating paragraphs (3) and
11 (4) as paragraphs (4) and (5), respectively; and

12 (B) by inserting after paragraph (2) the
13 following:

14 “(3) independent distributors of travel;”;

15 (2) in subsection (g) by striking “first 2 cal-
16 endar years” and inserting “first 6 calendar years”;
17 and

18 (3) in subsection (h) by striking “September
19 30, 2017” and inserting “September 30, 2023”.

20 **SEC. 504. IMPROVED NOTIFICATION OF INSECTICIDE USE.**

21 Section 42303(b) of title 49, United States Code, is
22 amended to read as follows:

23 “(b) REQUIRED DISCLOSURES.—An air carrier, for-
24 eign air carrier, or ticket agent selling, in the United
25 States, a ticket for a flight in foreign air transportation

1 to a country listed on the internet website established
2 under subsection (a) shall—

3 “(1) disclose, on its own internet website or
4 through other means, that the destination country
5 may require the air carrier or foreign air carrier to
6 treat an aircraft passenger cabin with insecticides
7 prior to the flight or to apply an aerosol insecticide
8 in an aircraft cabin used for such a flight when the
9 cabin is occupied with passengers; and

10 “(2) refer the purchaser of the ticket to the
11 internet website established under subsection (a) for
12 additional information.”.

13 **SEC. 505. ADVERTISEMENTS AND DISCLOSURE OF FEES**
14 **FOR PASSENGER AIR TRANSPORTATION.**

15 (a) FULL FARE ADVERTISING.—

16 (1) IN GENERAL.—Section 41712 of title 49,
17 United States Code, is amended by adding at the
18 end the following:

19 “(d) FULL FARE ADVERTISING.—

20 “(1) IN GENERAL.—It shall not be an unfair or
21 deceptive practice under subsection (a) for a covered
22 entity to state in an advertisement or solicitation for
23 passenger air transportation the base airfare for the
24 air transportation if the covered entity clearly and
25 separately discloses—

1 “(A) the government-imposed fees and
2 taxes associated with the air transportation;
3 and

4 “(B) the total cost of the air transpor-
5 tation.

6 “(2) FORM OF DISCLOSURE.—

7 “(A) IN GENERAL.—For purposes of para-
8 graph (1), the information described in para-
9 graphs (1)(A) and (1)(B) shall be disclosed in
10 the advertisement or solicitation in a manner
11 that clearly presents the information to the con-
12 sumer.

13 “(B) INTERNET ADVERTISEMENTS AND
14 SOLICITATIONS.—For purposes of paragraph
15 (1), with respect to an advertisement or sollicita-
16 tion for passenger air transportation that ap-
17 pears on an internet website or a mobile appli-
18 cation, the information described in paragraphs
19 (1)(A) and (1)(B) may be disclosed through a
20 link or pop-up, as such terms may be defined
21 by the Secretary, that displays the information
22 in a manner that is easily accessible and
23 viewable by the consumer.

24 “(3) DEFINITIONS.—In this subsection, the fol-
25 lowing definitions apply:

1 “(A) BASE AIRFARE.—The term ‘base air-
2 fare’ means the cost of passenger air transpor-
3 tation, excluding government-imposed fees and
4 taxes.

5 “(B) COVERED ENTITY.—The term ‘cov-
6 ered entity’ means an air carrier, including an
7 indirect air carrier, foreign air carrier, ticket
8 agent, or other person offering to sell tickets for
9 passenger air transportation or a tour or tour
10 component that must be purchased with air
11 transportation.”.

12 (2) LIMITATION ON STATUTORY CONSTRUC-
13 TION.—Nothing in the amendment made by para-
14 graph (1) may be construed to affect any obligation
15 of a person that sells air transportation to disclose
16 the total cost of the air transportation, including
17 government-imposed fees and taxes, prior to pur-
18 chase of the air transportation.

19 (3) REGULATIONS.—Not later than 120 days
20 after the date of enactment of this Act, the Sec-
21 retary of Transportation shall issue final regulations
22 to carry out the amendment made by paragraph (1).

23 (4) EFFECTIVE DATE.—This subsection, and
24 the amendments made by this subsection, shall take
25 effect on the earlier of—

1 (A) the effective date of regulations issued
2 under paragraph (3); and

3 (B) the date that is 180 days after the
4 date of enactment of this Act.

5 (b) DISCLOSURE OF FEES.—Section 41712 of title
6 49, United States Code, as amended by this section, is
7 further amended by adding at the end the following:

8 “(e) DISCLOSURE OF FEES.—

9 “(1) IN GENERAL.—It shall be an unfair or de-
10 ceptive practice under subsection (a) for any air car-
11 rier, foreign air carrier, or ticket agent to fail to in-
12 clude, in an internet fare quotation for a specific
13 itinerary in air transportation selected by a con-
14 sumer—

15 “(A) a clear and prominent statement that
16 additional fees for checked baggage and carry-
17 on baggage may apply; and

18 “(B) a prominent link that connects di-
19 rectly to a list of all such fees.

20 “(2) SAVINGS PROVISION.—Nothing in this sub-
21 section may be construed to derogate or limit any
22 responsibilities of an air carrier, foreign air carrier,
23 or ticket agent under section 399.85 of title 14,
24 Code of Federal Regulations, or any successor provi-
25 sion.”.

1 **SEC. 506. INVOLUNTARILY BUMPING PASSENGERS AFTER**
2 **AIRCRAFT BOARDED.**

3 Section 41712 of title 49, United States Code, as
4 amended by this Act, is further amended by adding at the
5 end the following:

6 “(f) INVOLUNTARILY DENIED BOARDING AFTER
7 AIRCRAFT BOARDED.—

8 “(1) IN GENERAL.—It shall be an unfair or de-
9 ceptive practice under subsection (a) for an air car-
10 rier or foreign air carrier subject to part 250 of title
11 14, Code of Federal Regulations, to involuntarily
12 deplane a revenue passenger onboard an aircraft, if
13 the revenue passenger—

14 “(A) is traveling on a confirmed reserva-
15 tion; and

16 “(B) checked-in for the relevant flight
17 prior to the check-in deadline.

18 “(2) SAVINGS PROVISION.—Nothing in this sub-
19 section may be construed to limit the authority of an
20 air carrier, foreign air carrier, or airman to remove
21 a passenger in accordance with—

22 “(A) section 91.3, 121.533(d), or 121.580
23 of title 14, Code of Federal Regulations, or any
24 successor provision; or

25 “(B) any other applicable Federal, State,
26 or local law.”.

1 **SEC. 507. AVAILABILITY OF CONSUMER RIGHTS INFORMA-**
2 **TION.**

3 Section 42302(b) of title 49, United States Code, is
4 amended—

5 (1) in the matter preceding paragraph (1) by
6 striking “on the” and inserting “in a prominent
7 place on the homepage of the primary”;

8 (2) in paragraph (2) by striking “and” at the
9 end;

10 (3) in paragraph (3) by striking the period at
11 the end and inserting “; and”; and

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

13 “(4) the air carrier’s customer service plan.”.

14 **SEC. 508. CONSUMER COMPLAINTS HOTLINE.**

15 Section 42302 of title 49, United States Code, is
16 amended by adding at the end the following:

17 “(d) USE OF NEW TECHNOLOGIES.—The Secretary
18 shall periodically evaluate the benefits of using mobile
19 phone applications or other widely used technologies to
20 provide new means for air passengers to communicate
21 complaints in addition to the telephone number estab-
22 lished under subsection (a) and shall provide such new
23 means as the Secretary determines appropriate.”.

1 **SEC. 509. WIDESPREAD DISRUPTIONS.**

2 (a) IN GENERAL.—Chapter 423 of title 49, United
3 States Code, is amended by adding at the end the fol-
4 lowing:

5 **“§ 42304. Widespread disruptions**

6 “(a) GENERAL REQUIREMENTS.—In the event of a
7 widespread disruption, a covered air carrier shall imme-
8 diately publish, via a prominent link on the air carrier’s
9 public internet website, a clear statement indicating
10 whether, with respect to a passenger of the air carrier
11 whose travel is interrupted as a result of the widespread
12 disruption, the air carrier will—

13 “(1) provide for hotel accommodations;

14 “(2) arrange for ground transportation;

15 “(3) provide meal vouchers;

16 “(4) arrange for air transportation on another
17 air carrier or foreign air carrier to the passenger’s
18 destination; and

19 “(5) provide for sleeping facilities inside the air-
20 port terminal.

21 “(b) DEFINITIONS.—In this section, the following
22 definitions apply:

23 “(1) WIDESPREAD DISRUPTION.—The term
24 ‘widespread disruption’ means, with respect to a cov-
25 ered air carrier, the interruption of all or the over-
26 whelming majority of the air carrier’s systemwide

1 flight operations, including flight delays and can-
2 cellations, as the result of the failure of 1 or more
3 computer systems or computer networks of the air
4 carrier.

5 “(2) COVERED AIR CARRIER.—The term ‘cov-
6 ered air carrier’ means an air carrier that provides
7 scheduled passenger air transportation by operating
8 an aircraft that as originally designed has a pas-
9 senger capacity of 30 or more seats.

10 “(c) SAVINGS PROVISION.—Nothing in this section
11 may be construed to modify, abridge, or repeal any obliga-
12 tion of an air carrier under section 42301.”.

13 (b) CONFORMING AMENDMENT.—The analysis for
14 chapter 423 of title 49, United States Code, is amended
15 by adding at the end the following:

“42304. Widespread disruptions.”.

16 **SEC. 510. INVOLUNTARILY DENIED BOARDING COMPENSA-**
17 **TION.**

18 Not later than 60 days after the date of enactment
19 of this Act, the Secretary of Transportation shall issue a
20 final rule to revise part 250 of title 14, Code of Federal
21 Regulations, to clarify that—

22 (1) there is not a maximum level of compensa-
23 tion an air carrier or foreign air carrier may pay to
24 a passenger who is involuntarily denied boarding as
25 the result of an oversold flight;

1 (2) the compensation levels set forth in that
2 part are the minimum levels of compensation an air
3 carrier or foreign air carrier must pay to a pas-
4 senger who is involuntarily denied boarding as the
5 result of an oversold flight; and

6 (3) an air carrier or foreign air carrier must
7 proactively offer to pay compensation to a passenger
8 who is voluntarily or involuntarily denied boarding
9 on an oversold flight, rather than waiting until the
10 passenger requests the compensation.

11 **SEC. 511. CONSUMER INFORMATION ON ACTUAL FLIGHT**
12 **TIMES.**

13 (a) **STUDY.**—The Secretary of Transportation shall
14 conduct a study on the feasibility and advisability of modi-
15 fying regulations contained in section 234.11 of title 14,
16 Code of Federal Regulations, to ensure that—

17 (1) a reporting carrier (including its contrac-
18 tors), during the course of a reservation or ticketing
19 discussion or other inquiry, discloses to a consumer
20 upon reasonable request the projected period be-
21 tween the actual wheels-off and wheels-on times for
22 a reportable flight; and

23 (2) a reporting carrier displays, on the public
24 internet website of the carrier, information on the

1 actual wheels-off and wheels-on times during the
2 most recent calendar month for a reportable flight.

3 (b) DEFINITIONS.—In this section, the terms “re-
4 porting carrier” and “reportable flight” have the mean-
5 ings given those terms in section 234.2 of title 14, Code
6 of Federal Regulations (as in effect on the date of enact-
7 ment of this Act).

8 (c) REPORT.—Not later than 1 year after the date
9 of enactment of this Act, the Secretary shall submit to
10 the Committee on Transportation and Infrastructure of
11 the House of Representatives and the Committee on Com-
12 merce, Science, and Transportation of the Senate a report
13 on the results of the study.

14 **SEC. 512. ADVISORY COMMITTEE FOR TRANSPARENCY IN**
15 **AIR AMBULANCE INDUSTRY.**

16 (a) IN GENERAL.—Not later than 90 days after the
17 date of enactment of this Act, the Secretary of Transpor-
18 tation shall establish an advisory committee to make rec-
19 ommendations for a rulemaking—

20 (1) to require air ambulance operators to clear-
21 ly disclose charges for air transportation services
22 separately from charges for non-air transportation
23 services within any invoice or bill; and

24 (2) to provide other consumer protections for
25 customers of air ambulance operators.

1 (b) COMPOSITION OF THE ADVISORY COMMITTEE.—

2 The advisory committee shall be composed of the following
3 members:

4 (1) The Secretary of Transportation.

5 (2) 1 representative, to be appointed by the
6 Secretary, of each of the following:

7 (A) Each relevant Federal agency, as de-
8 termined by the Secretary.

9 (B) Air ambulance operators.

10 (C) State insurance regulators.

11 (D) Health insurance providers.

12 (E) Consumer groups.

13 (c) RECOMMENDATIONS.—The advisory committee
14 shall make recommendations with respect to each of the
15 following:

16 (1) Cost-allocation methodologies needed to en-
17 sure that charges for air transportation services are
18 separated from charges for non-air transportation
19 services.

20 (2) Cost- or price-allocation methodologies to
21 prevent commingling of charges for air transpor-
22 tation services and charges for non-air transpor-
23 tation services in bills and invoices.

24 (3) Formats for bills and invoices to ensure
25 that customers and State insurance regulators can

1 clearly distinguish between charges for air transpor-
2 tation services and charges for non-air transpor-
3 tation services.

4 (4) Data or industry references related to air-
5 craft operating costs to be used in determining the
6 proper allocation of charges for air transportation
7 services and charges for non-air transportation serv-
8 ices.

9 (5) Guidance materials to instruct States, polit-
10 ical subdivisions of States, and political authorities
11 of 2 or more States on referring to the Secretary al-
12 legations of unfair or deceptive practices or unfair
13 methods of competition by air ambulance operators.

14 (6) Protections for customers of air ambulance
15 operators, after consideration of the circumstances
16 in which the services of air ambulance operators are
17 used.

18 (7) Protections of proprietary cost data from
19 inappropriate public disclosure.

20 (8) Such other matters as the Secretary deter-
21 mines necessary or appropriate.

22 (d) REPORT.—Not later than 180 days after the date
23 of the first meeting of the advisory committee, the advi-
24 sory committee shall submit to the Secretary, the Com-
25 mittee on Transportation and Infrastructure of the House

1 of Representatives, and the Committee on Commerce,
2 Science, and Transportation of the Senate a report con-
3 taining the recommendations made under subsection (c).

4 (e) RULEMAKING.—Not later than 180 days after the
5 date of receipt of the report under subsection (d), the Sec-
6 retary shall consider the recommendations of the advisory
7 committee and issue a final rule—

8 (1) to require air ambulance operators to clear-
9 ly disclose charges for air transportation services
10 separately from charges for non-air transportation
11 services within any invoice or bill; and

12 (2) to provide other consumer protections for
13 customers of air ambulance operators.

14 (f) DEFINITIONS.—In this section, the following defi-
15 nitions apply:

16 (1) AIR AMBULANCE OPERATOR.—The term
17 “air ambulance operator” means an air carrier oper-
18 ating pursuant to part 135 of title 14, Code of Fed-
19 eral Regulations, that provides medical, ambulance,
20 or related services.

21 (2) NON-AIR TRANSPORTATION SERVICES.—The
22 term “non-air transportation services” means those
23 services provided by air ambulance operators but not
24 other air carriers operating pursuant to part 135 of
25 title 14, Code of Federal Regulations.

1 (g) TERMINATION.—The advisory committee shall
2 terminate on the date of submission of the report under
3 subsection (d).

4 (h) NATURE OF AIR AMBULANCE SERVICES.—The
5 non-air transportation services of air ambulance operators
6 and prices thereof are neither services nor prices of an
7 air carrier for purposes of section 41713 of title 49,
8 United States Code.

9 **SEC. 513. AIR AMBULANCE COMPLAINTS.**

10 (a) CONSUMER COMPLAINTS.—Section 42302 of title
11 49, United States Code, is amended—

12 (1) in subsection (a) by inserting “(including
13 transportation by air ambulance)” after “air trans-
14 portation”;

15 (2) in subsection (b)—

16 (A) in the matter preceding paragraph

17 (1)—

18 (i) by inserting “, and an air ambu-
19 lance operator,” after “passenger seats”;
20 and

21 (ii) by inserting “or operator” after
22 “Internet Web site of the carrier”; and

23 (B) in paragraph (2) by inserting “or op-
24 erator” after “mailing address of the air car-
25 rier”; and

1 (3) by striking subsection (c) and inserting the
2 following:

3 “(c) NOTICE TO PASSENGERS ON BOARDING OR
4 BILLING DOCUMENTATION.—

5 “(1) AIR CARRIERS AND FOREIGN AIR CAR-
6 RIERS.—An air carrier or foreign air carrier pro-
7 viding scheduled air transportation using any air-
8 craft that as originally designed has a passenger ca-
9 pacity of 30 or more passenger seats shall include
10 the hotline telephone number established under sub-
11 section (a) on—

12 “(A) prominently displayed signs of the
13 carrier at the airport ticket counters in the
14 United States where the air carrier operates;
15 and

16 “(B) any electronic confirmation of the
17 purchase of a passenger ticket for air transpor-
18 tation issued by the air carrier.

19 “(2) AIR AMBULANCE OPERATORS.—An air am-
20 bulance operator shall include the hotline telephone
21 number established under subsection (a) on any in-
22 voice, bill, or other communication provided to a
23 passenger or customer of the operator.”.

1 (b) UNFAIR AND DECEPTIVE PRACTICES AND UN-
2 FAIR METHODS OF COMPETITION.—Section 41712(a) of
3 title 49, United States Code, is amended—

4 (1) by inserting “air ambulance customer,”
5 after “foreign air carrier,” the first place it appears;
6 and

7 (2) by adding at the end the following: “In this
8 subsection, the term ‘air carrier’ includes an air am-
9 bulance operator and the term ‘air transportation’
10 includes any transportation provided by an air am-
11 bulance.”.

12 **SEC. 514. PASSENGER RIGHTS.**

13 (a) GUIDELINES.—Not later than 90 days after the
14 date of enactment of this Act, the Secretary of Transpor-
15 tation shall require each air carrier to submit for approval
16 a 1-page document that accurately describes the rights of
17 passengers in air transportation, including guidelines for
18 the following:

19 (1) Compensation (regarding rebooking options,
20 refunds, meals, and lodging) for flight delays of var-
21 ious lengths.

22 (2) Compensation (regarding rebooking options,
23 refunds, meals, and lodging) for flight cancellations.

24 (3) Compensation for mishandled baggage, in-
25 cluding delayed, damaged, pilfered, or lost baggage.

1 (4) Voluntary relinquishment of a ticketed seat
2 due to overbooking or priority of other passengers.

3 (5) Involuntary denial of boarding and forced
4 removal for whatever reason, including for safety
5 and security reasons.

6 (b) APPROVAL OF GUIDELINES.—Not later than 90
7 days after each air carrier submits its guidelines for ap-
8 proval to the Secretary under subsection (a), the air car-
9 rier shall make available such 1-page document on its
10 website.

11 **Subtitle B—Aviation Consumers** 12 **With Disabilities**

13 **SEC. 541. SELECT SUBCOMMITTEE.**

14 Section 411 of the FAA Modernization and Reform
15 Act of 2012 (49 U.S.C. 42301 prec. note), as amended
16 by this Act, is further amended—

17 (1) by redesignating subsections (g) and (h) as
18 subsections (h) and (i), respectively; and

19 (2) by inserting after subsection (f) the fol-
20 lowing:

21 “(g) SELECT SUBCOMMITTEE FOR AVIATION CON-
22 SUMERS WITH DISABILITIES.—

23 “(1) IN GENERAL.—The Secretary shall estab-
24 lish a select subcommittee of the advisory committee
25 to advise the Secretary and the advisory committee

1 on issues related to the air travel needs of pas-
2 sengers with disabilities.

3 “(2) DUTIES.—The select subcommittee shall—

4 “(A) identify the disability-related access
5 barriers encountered by passengers with disabil-
6 ities;

7 “(B) determine the extent to which the
8 programs and activities of the Department of
9 Transportation are addressing the barriers
10 identified under subparagraph (A);

11 “(C) recommend consumer protection im-
12 provements related to the air travel experience
13 of passengers with disabilities;

14 “(D) advise the Secretary with regard to
15 the implementation of section 41705 of title 49,
16 United States Code; and

17 “(E) conduct such other activities as the
18 Secretary considers necessary to carry out this
19 subsection.

20 “(3) MEMBERSHIP.—

21 “(A) COMPOSITION.—The select sub-
22 committee shall be composed of members ap-
23 pointed by the Secretary, including at least 1
24 individual representing each of the following:

25 “(i) National disability organizations.

1 “(ii) Air carriers and foreign air car-
2 riers with flights in air transportation.

3 “(iii) Airport operators.

4 “(iv) Contractor service providers.

5 “(B) INCLUSION.—A member of the select
6 subcommittee may also be a member of the ad-
7 visory committee.

8 “(4) REPORTS.—

9 “(A) IN GENERAL.—Not later than 1 year
10 after the date of establishment of the select
11 subcommittee, the select subcommittee shall
12 submit to the advisory committee and the Sec-
13 retary a report on the air travel needs of pas-
14 sengers with disabilities that includes—

15 “(i) an assessment of existing dis-
16 ability-related access barriers and any
17 emerging disability-related access barriers
18 that will likely be an issue in the next 5
19 years;

20 “(ii) an evaluation of the extent to
21 which the programs and activities of the
22 Department of Transportation are elimi-
23 nating disability-related access barriers;

24 “(iii) a description of consumer pro-
25 tection improvements related to the air

1 travel experience of passengers with dis-
2 abilities; and

3 “(iv) any recommendations for legisla-
4 tion, regulations, or other actions that the
5 select subcommittee considers appropriate.

6 “(B) REPORT TO CONGRESS.—Not later
7 than 60 days after the date on which the Sec-
8 retary receives the report under subparagraph
9 (A), the Secretary shall submit to Congress a
10 copy of the report, including any additional
11 findings or recommendations that the Secretary
12 considers appropriate.

13 “(5) CHAIRPERSON.—The Secretary shall des-
14 ignate, from among the individuals appointed under
15 paragraph (3), an individual to serve as chairperson
16 of the select subcommittee.

17 “(6) VACANCIES AND TRAVEL EXPENSES.—
18 Subsections (c) and (d) shall apply to the select sub-
19 committee.

20 “(7) TERMINATION.—The select subcommittee
21 established under this subsection shall terminate
22 upon submission of the report required under para-
23 graph (4)(A).”.

1 **SEC. 542. AVIATION CONSUMERS WITH DISABILITIES**
2 **STUDY.**

3 (a) **STUDY.**—Not later than 180 days after the date
4 of enactment of this Act, the Comptroller General of the
5 United States shall conduct a study that includes—

6 (1) a review of airport accessibility best prac-
7 tices for individuals with disabilities, including best
8 practices that improve infrastructure facilities and
9 communications methods, including those related to
10 wayfinding, amenities, and passenger care;

11 (2) a review of air carrier and airport training
12 policies related to section 41705 of title 49, United
13 States Code;

14 (3) a review of air carrier training policies re-
15 lated to properly assisting passengers with disabil-
16 ities; and

17 (4) a review of accessibility best practices that
18 exceed those recommended under Public Law 90–
19 480 (popularly known as the Architectural Barriers
20 Act of 1968; 42 U.S.C. 4151 et seq.), the Rehabili-
21 tation Act of 1973 (29 U.S.C. 701 et seq.), the Air
22 Carrier Access Act of 1986 (Public Law 99–435;
23 100 Stat. 1080 et seq.), and the Americans with
24 Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).

25 (b) **REPORT.**—Not later than 1 year after the date
26 of enactment of this Act, the Comptroller General shall

1 submit to the Secretary of Transportation, the Committee
2 on Transportation and Infrastructure of the House of
3 Representatives, and the Committee on Commerce,
4 Science, and Transportation of the Senate a report on the
5 study, including findings and recommendations.

6 **SEC. 543. FEASIBILITY STUDY ON IN-CABIN WHEELCHAIR**
7 **RESTRAINT SYSTEMS.**

8 (a) STUDY.—Not later than 2 years after the date
9 of enactment of this Act, the Secretary of Transportation,
10 in consultation with the Architectural and Transportation
11 Barriers Compliance Board, aircraft manufacturers, and
12 air carriers, shall conduct a study to determine—

13 (1) the feasibility of in-cabin wheelchair re-
14 straint systems; and

15 (2) if feasible, the ways in which individuals
16 with significant disabilities using wheelchairs, includ-
17 ing power wheelchairs, can be accommodated with
18 in-cabin wheelchair restraint systems.

19 (b) REPORT.—Not later than 1 year after the initi-
20 ation of the study under subsection (a), the Secretary of
21 Transportation shall submit to the Committee on Trans-
22 portation and Infrastructure of the House of Representa-
23 tives and the Committee on Commerce, Science, and
24 Transportation of the Senate a report on the findings of
25 the study.

1 **SEC. 544. ACCESS ADVISORY COMMITTEE RECOMMENDA-**
2 **TIONS.**

3 (a) IN GENERAL.—Not later than 1 year after the
4 date of enactment of this Act, the Secretary of Transpor-
5 tation shall issue a notice of proposed rulemaking address-
6 ing—

7 (1) accommodations for air travelers with dis-
8 abilities with respect to in-flight entertainment;

9 (2) accessible lavatories on single-aisle aircraft;
10 and

11 (3) service animals.

12 (b) RULEMAKING.—Not later than 1 year after the
13 date on which the notice of proposed rulemaking is issued,
14 the Secretary shall publish a final rule based on such no-
15 tice.

16 **Subtitle C—Small Community Air**
17 **Service**

18 **SEC. 551. ESSENTIAL AIR SERVICE AUTHORIZATION.**

19 Section 41742(a)(2) of title 49, United States Code,
20 is amended by striking “\$150,000,000 for fiscal year
21 2011” and all that follows before “to carry out” and in-
22 serting “\$178,000,000 for fiscal year 2018, \$182,000,000
23 for fiscal year 2019, \$185,000,000 for fiscal year 2020,
24 \$327,000,000 for fiscal year 2021, \$337,000,000 for fis-
25 cal year 2022, and \$347,000,000 for fiscal year 2023”.

1 **SEC. 552. EXTENSION OF FINAL ORDER ESTABLISHING**
2 **MILEAGE ADJUSTMENT ELIGIBILITY.**

3 Section 409(d) of the Vision 100—Century of Avia-
4 tion Reauthorization Act (49 U.S.C. 41731 note) is
5 amended by striking “September 30, 2017” and inserting
6 “September 30, 2023”.

7 **SEC. 553. STUDY ON ESSENTIAL AIR SERVICE REFORM.**

8 (a) STUDY.—

9 (1) IN GENERAL.—The Comptroller General of
10 the United States shall conduct a study on the ef-
11 fects of section 6 of the Airport and Airway Exten-
12 sion Act of 2011, Part IV (Public Law 112–27), sec-
13 tion 421 of the FAA Modernization and Reform Act
14 of 2012 (Public Law 112–95), and other relevant
15 Federal laws enacted after 2010, including the
16 amendments made by those laws, on the Essential
17 Air Service program.

18 (2) SCOPE.—In conducting the study under
19 paragraph (1), the Comptroller General shall ana-
20 lyze, at a minimum—

21 (A) the impact of each relevant Federal
22 law, including the amendments made by each
23 law, on the Essential Air Service program;

24 (B) what actions communities and air car-
25 riers have taken to reduce ticket prices or in-
26 crease enplanements as a result of each law;

1 (C) the issuance of waivers by the Sec-
2 retary under section 41731(e) of title 49,
3 United States Code;

4 (D) whether budgetary savings resulted
5 from each law; and

6 (E) options for further reform of the Es-
7 sential Air Service program.

8 (b) REPORT.—Not later than 180 days after the date
9 of enactment of this Act, the Comptroller General shall
10 submit to the Committee on Transportation and Infra-
11 structure of the House of Representatives and the Com-
12 mittee on Commerce, Science, and Transportation of the
13 Senate a report on the results of the study conducted
14 under subsection (a).

15 **SEC. 554. SMALL COMMUNITY AIR SERVICE.**

16 (a) ELIGIBILITY.—Section 41743(c) of title 49,
17 United States Code, is amended—

18 (1) by striking paragraph (1) and inserting the
19 following:

20 “(1) SIZE.—On the date of submission of the
21 relevant application under subsection (b), the airport
22 serving the community or consortium—

23 “(A) is not larger than a small hub air-
24 port, as determined using the Department of

1 Transportation's most recently published classi-
2 fication; and

3 “(B) has—

4 “(i) insufficient air carrier service; or

5 “(ii) unreasonably high air fares.”;

6 (2) in paragraph (4)—

7 (A) by striking “once,” and inserting

8 “once in a 10-year period,”; and

9 (B) by inserting “at any time” after “dif-
10 ferent project”; and

11 (3) in paragraph (5)—

12 (A) by redesignating subparagraphs (E)
13 and (F) as subparagraphs (F) and (G), respec-
14 tively; and

15 (B) by inserting after subparagraph (D)
16 the following:

17 “(E) the assistance will be used to help re-
18 store scheduled passenger air service that has
19 been terminated;”.

20 (b) AUTHORIZATION OF APPROPRIATIONS.—Section
21 41743(e)(2) of title 49, United States Code, is amended
22 to read as follows:

23 “(2) AUTHORIZATION OF APPROPRIATIONS.—

24 There is authorized to be appropriated to the Sec-
25 retary \$10,000,000 for each of fiscal years 2018

1 through 2023 to carry out this section, of which
2 \$4,800,000 per fiscal year shall be used to carry out
3 the pilot program established under subsection (i).
4 Such sums shall remain available until expended.”.

5 (c) REGIONAL AIR TRANSPORTATION PILOT PRO-
6 GRAM.—Section 41743 of title 49, United States Code, is
7 amended by adding at the end the following:

8 “(i) REGIONAL AIR TRANSPORTATION PILOT PRO-
9 GRAM.—

10 “(1) ESTABLISHMENT.—The Secretary shall es-
11 tablish a regional air transportation pilot program to
12 provide operating assistance to air carriers in order
13 to provide air service to communities not receiving
14 sufficient air carrier service.

15 “(2) GRANTS.—The Secretary shall provide
16 grants under the program to encourage and main-
17 tain air service at reasonable airfares between com-
18 munities that have experienced, as determined by
19 the Secretary, significant declines in air service.

20 “(3) APPLICATION REQUIRED.—In order to
21 participate in the program, a State, local govern-
22 ment, economic development authority, or other pub-
23 lic entity shall submit to the Secretary an applica-
24 tion, in a manner that the Secretary prescribes, that
25 contains—

1 “(A) an identification of an air carrier that
2 has provided a written agreement to provide the
3 air service in partnership with the applicant;

4 “(B) assurances that the applicant will
5 provide the non-Federal share and that the
6 non-Federal share is not derived from airport
7 revenue;

8 “(C) a proposed route structure serving
9 not more than 8 communities; and

10 “(D) a timeline for commencing the air
11 service to the communities within the proposed
12 route structure.

13 “(4) CRITERIA FOR PARTICIPATION.—The Sec-
14 retary may approve up to 3 applications each fiscal
15 year, subject to the availability of funds, if the Sec-
16 retary determines that—

17 “(A) the proposal of the applicant can rea-
18 sonably be expected to encourage and improve
19 levels of air service between the relevant com-
20 munities;

21 “(B) the applicant has adequate financial
22 resources to ensure the commitment to the com-
23 munities;

24 “(C) the airports serving the communities
25 are nonhub, small hub, or medium hub airports,

1 as determined using the Department of Trans-
2 portation's most recently published classifica-
3 tions; and

4 “(D) the air carrier commits to serving the
5 communities for at least 2 years.

6 “(5) PRIORITIES.—The Secretary shall
7 prioritize applications that—

8 “(A) would initiate new or reestablish air
9 service in communities where air fares are high-
10 er than the average air fares for all commu-
11 nities;

12 “(B) are more likely to result in self-sus-
13 taining air service at the end of the program;

14 “(C) request a Federal share lower than
15 50 percent; and

16 “(D) propose to use grant funds in a time-
17 ly fashion.

18 “(6) FEDERAL SHARE.—The Federal share of
19 the cost of operating assistance provided under the
20 program may not exceed 50 percent.

21 “(7) SUNSET.—This subsection shall cease to
22 be effective on October 1, 2023.”.

23 **SEC. 555. AIR TRANSPORTATION TO NONELIGIBLE PLACES.**

24 (a) DEFINITIONS.—Section 41731(a)(1)(A)(ii) of
25 title 49, United States Code, is amended by striking

1 “Wendell H. Ford Aviation Investment and Reform Act
2 for the 21st Century,” and inserting “FAA Extension,
3 Safety, and Security Act of 2016 (Public Law 114–190),”.

4 (b) PROGRAM SUNSET.—Section 41736 of title 49,
5 United States Code, is amended by adding at the end the
6 following:

7 “(h) SUNSET.—

8 “(1) PROPOSALS.—No proposal under sub-
9 section (a) may be accepted by the Secretary after
10 the date of enactment of this subsection.

11 “(2) PROGRAM.—The Secretary may not pro-
12 vide any compensation under this section after the
13 date that is 2 years after the date of enactment of
14 this subsection.”.

15 **TITLE VI—MISCELLANEOUS**

16 **SEC. 601. REVIEW OF FAA STRATEGIC CYBERSECURITY** 17 **PLAN.**

18 (a) IN GENERAL.—Not later than 120 days after the
19 date on which the Interim Chief Executive Officer (CEO)
20 of the American Air Navigation Services Corporation is
21 hired, the Administrator of the Federal Aviation Adminis-
22 tration, in consultation with the Interim CEO (or the CEO
23 of the American Air Navigation Services Corporation, as
24 appropriate), shall initiate a review of the comprehensive
25 and strategic framework of principles and policies (re-

1 ferred to in this section as the “framework”) developed
2 pursuant to section 2111 of the FAA Extension, Safety,
3 and Security Act of 2016 (49 U.S.C. 44903 note).

4 (b) CONTENTS.—In undertaking the review, the Ad-
5 ministrator shall—

6 (1) determine how the framework should be up-
7 dated to reflect the transfer from the Federal Avia-
8 tion Administration to the American Air Navigation
9 Services Corporation of operational control of air
10 traffic services within United States airspace and
11 international airspace delegated to the United
12 States; and

13 (2) modify the framework to support the Fed-
14 eral Aviation Administration in establishing cyberse-
15 curity standards to assist the American Air Naviga-
16 tion Services Corporation in responsibilities associ-
17 ated with managing air traffic services in a secure
18 manner after the date of transfer (as defined in sec-
19 tion 90101(a) of title 49, United States Code, as
20 added by this Act).

21 (c) REPORT TO CONGRESS.—Not later than 120 days
22 after initiating the review required by subsection (a), the
23 Administrator shall submit to the Committee on Trans-
24 portation and Infrastructure of the House of Representa-
25 tives and the Committee on Commerce, Science, and

1 Transportation of the Senate a report on the results of
2 the review, including a description of any modifications
3 made to the framework.

4 **SEC. 602. CONSOLIDATION AND REALIGNMENT OF FAA**
5 **SERVICES AND FACILITIES.**

6 (a) IN GENERAL.—Section 804(a) of the FAA Mod-
7 ernization and Reform Act of 2012 (49 U.S.C. 44501
8 note) is amended—

9 (1) in paragraph (2) by striking “The purpose
10 of the report shall be—” and all that follows
11 through “(B) to reduce” and inserting “The purpose
12 of the report shall be to reduce”; and

13 (2) by striking paragraph (4) and inserting the
14 following:

15 “(4) INPUT.—The report shall be prepared by
16 the Administrator (or the Administrator’s designee)
17 with the participation of—

18 “(A) representatives of labor organizations
19 representing air traffic control system employ-
20 ees of the FAA; and

21 “(B) industry stakeholders.”.

22 (b) FAA AIR TRAFFIC CONTROL FACILITY CONSOLI-
23 DATION AND REALIGNMENT PROJECTS.—Notwith-
24 standing section 90317(c) of title 49, United States Code,
25 as added by this Act, the Secretary of Transportation shall

1 continue to carry out any consolidation or realignment
2 project commenced under section 804 of the FAA Mod-
3 ernization and Reform Act of 2012.

4 **SEC. 603. FAA REVIEW AND REFORM.**

5 (a) AGENCY REPORT.—Not later than 60 days after
6 the date of enactment of this Act, the Administrator of
7 the Federal Aviation Administration shall submit to the
8 Committee on Transportation and Infrastructure of the
9 House of Representatives and the Committee on Com-
10 merce, Science, and Transportation of the Senate a de-
11 tailed analysis of any actions taken to address the findings
12 and recommendations included in the report required
13 under section 812(d) of the FAA Modernization and Re-
14 form Act of 2012 (49 U.S.C. 106 note), including—

15 (1) consolidating, phasing-out, or eliminating
16 duplicative positions, programs, roles, or offices;

17 (2) eliminating or streamlining wasteful prac-
18 tices;

19 (3) eliminating or phasing-out redundant, obso-
20 lete, or unnecessary functions;

21 (4) reforming and streamlining inefficient proc-
22 esses so that the activities of the Administration are
23 completed in an expedited and efficient manner; and

24 (5) reforming or eliminating ineffectual or out-
25 dated policies.

1 (b) ADDITIONAL REVIEW.—Not later than 1 year
2 after the date of transfer, as defined in section 90101(a)
3 of title 49, United States Code, as added by this Act, the
4 Administrator shall undertake and complete a thorough
5 review of each program, office, and organization within the
6 Administration to identify—

7 (1) duplicative positions, programs, roles, or of-
8 fices;

9 (2) wasteful practices;

10 (3) redundant, obsolete, or unnecessary func-
11 tions;

12 (4) inefficient processes; and

13 (5) ineffectual or outdated policies.

14 (c) ACTIONS TO STREAMLINE AND REFORM FAA.—

15 Not later than 60 days after the date of completion of
16 the review under subsection (b), the Administrator shall
17 undertake such actions as may be necessary to address
18 the findings of the Administrator under such subsection.

19 (d) REPORT TO CONGRESS.—Not later than 120 days
20 after the date of completion of the review under subsection
21 (b), the Administrator shall submit to the Committee on
22 Transportation and Infrastructure of the House of Rep-
23 resentatives and the Committee on Commerce, Science,
24 and Transportation of the Senate a report on the actions
25 taken by the Administrator pursuant to subsection (c), in-

1 cluding any recommendations for legislative or administra-
2 tive actions.

3 **SEC. 604. AVIATION FUEL.**

4 (a) USE OF UNLEADED AVIATION GASOLINE.—The
5 Administrator of the Federal Aviation Administration
6 shall allow the use of an unleaded aviation gasoline in an
7 aircraft as a replacement for a leaded gasoline if the Ad-
8 ministrator—

9 (1) determines that an unleaded aviation gaso-
10 line qualifies as a replacement for an approved lead-
11 ed gasoline;

12 (2) identifies the aircraft and engines that are
13 eligible to use the qualified replacement unleaded
14 gasoline; and

15 (3) adopts a process (other than the traditional
16 means of certification) to allow eligible aircraft and
17 engines to operate using qualified replacement un-
18 leaded gasoline in a manner that ensures safety.

19 (b) TIMING.—The Administrator shall adopt the
20 process described in subsection (a)(3) not later than 180
21 days after the later of—

22 (1) the date of completion of the Piston Avia-
23 tion Fuels Initiative of the Administration; or

1 (2) the date of publication of an American Soci-
2 ety for Testing and Materials Production Specifica-
3 tion for an unleaded aviation gasoline.

4 (c) SENSE OF CONGRESS.—It is the sense of Con-
5 gress that the Piston Aviation Fuels Initiative of the Ad-
6 ministration and the American Society for Testing and
7 Materials should work to find an appropriate unleaded
8 aviation gasoline by January 1, 2023.

9 **SEC. 605. RIGHT TO PRIVACY WHEN USING AIR TRAFFIC**
10 **CONTROL SYSTEM.**

11 Notwithstanding any other provision of law, the Ad-
12 ministrator of the Federal Aviation Administration shall,
13 upon request of a private aircraft owner or operator, block
14 the registration number of the aircraft of the owner or
15 operator from any public dissemination or display, except
16 in data made available to a Government agency, for the
17 noncommercial flights of the owner or operator.

18 **SEC. 606. AIR SHOWS.**

19 On an annual basis, the Administrator of the Federal
20 Aviation Administration shall work with representatives of
21 Administration-approved air shows, the general aviation
22 community, and stadiums and other large outdoor events
23 and venues to identify and resolve, to the maximum extent
24 practicable, scheduling conflicts between Administration-

1 approved air shows and large outdoor events and venues
2 where—

3 (1) flight restrictions will be imposed pursuant
4 to section 521 of title V of division F of Public Law
5 108–199 (118 Stat. 343); or

6 (2) any other restriction will be imposed pursu-
7 ant to Federal Aviation Administration Flight Data
8 Center Notice to Airmen 4/3621 (or any successor
9 notice to airmen).

10 **SEC. 607. PART 91 REVIEW, REFORM, AND STREAMLINING.**

11 (a) ESTABLISHMENT OF TASK FORCE.—Not later
12 than 90 days after the date of enactment of this Act, the
13 Administrator of the Federal Aviation Administration
14 shall establish a task force comprised of representatives
15 of the general aviation industry who regularly perform
16 part 91 operations, labor unions (including those rep-
17 resenting FAA aviation safety inspectors and FAA avia-
18 tion safety engineers), manufacturers, and the Govern-
19 ment to—

20 (1) conduct an assessment of the FAA over-
21 sight and authorization processes and requirements
22 for aircraft under part 91; and

23 (2) make recommendations to streamline the
24 applicable authorization and approval processes, im-
25 prove safety, and reduce regulatory cost burdens and

1 delays for the FAA and aircraft owners and opera-
2 tors who operate pursuant to part 91.

3 (b) CONTENTS.—In conducting the assessment and
4 making recommendations under subsection (a), the task
5 force shall consider—

6 (1) process reforms and improvements to allow
7 the FAA to review and approve applications in a fair
8 and timely fashion;

9 (2) the appropriateness of requiring an author-
10 ization for each experimental aircraft rather than
11 using a broader all makes and models approach;

12 (3) ways to improve the timely response to let-
13 ters of authorization applications for aircraft owners
14 and operators who operate pursuant to part 91, in-
15 cluding setting deadlines and granting temporary or
16 automatic authorizations if deadlines are missed by
17 the FAA;

18 (4) methods for enhancing the effective use of
19 delegation systems;

20 (5) methods for training the FAA's field office
21 employees in risk-based and safety management sys-
22 tem oversight; and

23 (6) such other matters related to streamlining
24 part 91 authorization and approval processes as the
25 task force considers appropriate.

1 (c) REPORT TO CONGRESS.—

2 (1) IN GENERAL.—Not later than 1 year after
3 the date of enactment of this Act, the Administrator
4 shall submit to the Committee on Transportation
5 and Infrastructure of the House of Representatives
6 and the Committee on Commerce, Science, and
7 Transportation of the Senate a report on the results
8 of the task force’s assessment.

9 (2) CONTENTS.—The report shall include an
10 explanation of how the Administrator will—

11 (A) implement the recommendations of the
12 task force;

13 (B) measure progress in implementing the
14 recommendations; and

15 (C) measure the effectiveness of the imple-
16 mented recommendations.

17 (d) IMPLEMENTATION OF RECOMMENDATIONS.—Not
18 later than 18 months after the date of enactment of this
19 Act, the Administrator shall implement the recommenda-
20 tions made under this section.

21 (e) DEFINITIONS.—In this section, the following defi-
22 nitions apply:

23 (1) FAA.—The term “FAA” means the Fed-
24 eral Aviation Administration.

1 (2) PART 91.—The term “part 91” means part
2 91 of title 14, Code of Federal Regulations.

3 (f) APPLICABLE LAW.—Public Law 92–463 shall not
4 apply to the task force.

5 (g) SUNSET.—The task force shall terminate on the
6 day the Administrator submits the report required under
7 subsection (e).

8 **SEC. 608. AIRCRAFT REGISTRATION.**

9 Not later than 180 days after the date of enactment
10 of this Act, the Administrator of the Federal Aviation Ad-
11 ministration shall initiate a rulemaking to increase the du-
12 ration of aircraft registrations for noncommercial general
13 aviation aircraft to 10 years.

14 **SEC. 609. AIR TRANSPORTATION OF LITHIUM CELLS AND**
15 **BATTERIES.**

16 (a) COOPERATIVE EFFORTS TO ENSURE COMPLI-
17 ANCE WITH SAFETY REGULATIONS.—

18 (1) IN GENERAL.—The Secretary of Transpor-
19 tation, in coordination with appropriate Federal
20 agencies, shall carry out cooperative efforts to en-
21 sure that shippers who offer lithium ion and lithium
22 metal batteries for air transport to or from the
23 United States comply with U.S. Hazardous Mate-
24 rials Regulations and ICAO Technical Instructions.

1 (2) COOPERATIVE EFFORTS.—The cooperative
2 efforts the Secretary shall carry out pursuant to
3 paragraph (1) include the following:

4 (A) Encouraging training programs at lo-
5 cations outside the United States from which
6 substantial cargo shipments of lithium ion or
7 lithium metal batteries originate for manufac-
8 turers, freight forwarders, and other shippers
9 and potential shippers of lithium ion and lith-
10 ium metal batteries.

11 (B) Working with Federal, regional, and
12 international transportation agencies to ensure
13 enforcement of U.S. Hazardous Materials Reg-
14 ulations and ICAO Technical Instructions with
15 respect to shippers who offer noncompliant
16 shipments of lithium ion and lithium metal bat-
17 teries.

18 (C) Sharing information, as appropriate,
19 with Federal, regional, and international trans-
20 portation agencies regarding noncompliant ship-
21 ments.

22 (D) Pursuing a joint effort with the inter-
23 national aviation community to develop a proc-
24 ess to obtain assurances that appropriate en-
25 forcement actions are taken to reduce the likeli-

1 hood of noncompliant shipments, especially with
2 respect to jurisdictions in which enforcement
3 activities historically have been limited.

4 (E) Providing information in brochures
5 and on the internet in appropriate foreign lan-
6 guages and dialects that describes the actions
7 required to comply with U.S. Hazardous Mate-
8 rials Regulations and ICAO Technical Instruc-
9 tions.

10 (F) Developing joint efforts with the inter-
11 national aviation community to promote a bet-
12 ter understanding of the requirements of and
13 methods of compliance with U.S. Hazardous
14 Materials Regulations and ICAO Technical In-
15 structions.

16 (3) REPORTING.—Not later than 120 days after
17 the date of enactment of this Act, and annually
18 thereafter for 2 years, the Secretary shall submit to
19 the Committee on Transportation and Infrastructure
20 of the House of Representatives and the Committee
21 on Commerce, Science, and Transportation of the
22 Senate a report on compliance with the policy set
23 forth in subsection (e) and the cooperative efforts
24 carried out, or planned to be carried out, under this
25 subsection.

1 (b) LITHIUM BATTERY AIR SAFETY ADVISORY COM-
2 MITTEE.—

3 (1) ESTABLISHMENT.—Not later than 60 days
4 after the date of enactment of this Act, the Sec-
5 retary shall establish, in accordance with the re-
6 quirements of the Federal Advisory Committee Act
7 (5 U.S.C. App.), a lithium ion and lithium metal
8 battery air safety advisory committee (in this sub-
9 section referred to as the “Committee”).

10 (2) DUTIES.—The Committee shall—

11 (A) facilitate communication between man-
12 ufacturers of lithium ion and lithium metal cells
13 and batteries, manufacturers of products incor-
14 porating both large and small lithium ion and
15 lithium metal batteries, air carriers, and the
16 Federal Government regarding the safe air
17 transportation of lithium ion and lithium metal
18 cells and batteries and the effectiveness and
19 economic and social impacts of the regulation of
20 such transportation;

21 (B) provide the Secretary, the Federal
22 Aviation Administration, and the Pipeline and
23 Hazardous Materials Safety Administration
24 with timely information about new lithium ion

1 and lithium metal battery technology and trans-
2 portation safety practices and methodologies;

3 (C) provide a forum for the Secretary to
4 provide information on and to discuss the ac-
5 tivities of the Department of Transportation re-
6 lating to lithium ion and lithium metal battery
7 transportation safety, the policies underlying
8 the activities, and positions to be advocated in
9 international forums;

10 (D) provide a forum for the Secretary to
11 provide information and receive advice on—

12 (i) activities carried out throughout
13 the world to communicate and enforce rel-
14 evant United States regulations and the
15 ICAO Technical Instructions; and

16 (ii) the effectiveness of the activities;

17 (E) provide advice and recommendations to
18 the Secretary with respect to lithium ion and
19 lithium metal battery air transportation safety,
20 including how best to implement activities to in-
21 crease awareness of relevant requirements and
22 their importance to travelers and shippers; and

23 (F) review methods to decrease the risk
24 posed by air shipment of undeclared hazardous
25 materials and efforts to educate those who pre-

1 pare and offer hazardous materials for ship-
2 ment via air transport.

3 (3) MEMBERSHIP.—The Committee shall be
4 composed of the following members:

5 (A) Individuals appointed by the Secretary
6 to represent—

7 (i) large volume manufacturers of lith-
8 ium ion and lithium metal cells and bat-
9 teries;

10 (ii) domestic manufacturers of lithium
11 ion and lithium metal batteries or battery
12 packs;

13 (iii) manufacturers of consumer prod-
14 ucts powered by lithium ion and lithium
15 metal batteries;

16 (iv) manufacturers of vehicles powered
17 by lithium ion and lithium metal batteries;

18 (v) marketers of products powered by
19 lithium ion and lithium metal batteries;

20 (vi) cargo air service providers based
21 in the United States;

22 (vii) passenger air service providers
23 based in the United States;

1 (viii) pilots and employees of air serv-
2 ice providers described in clauses (vi) and
3 (vii);

4 (ix) shippers of lithium ion and lith-
5 ium metal batteries for air transportation;

6 (x) manufacturers of battery-powered
7 medical devices or batteries used in med-
8 ical devices; and

9 (xi) employees of the Department of
10 Transportation, including employees of the
11 Federal Aviation Administration and the
12 Pipeline and Hazardous Materials Safety
13 Administration.

14 (B) Representatives of such other Govern-
15 ment departments and agencies as the Sec-
16 retary determines appropriate.

17 (C) Any other individuals the Secretary de-
18 termines are appropriate to comply with Fed-
19 eral law.

20 (4) REPORT.—

21 (A) IN GENERAL.—Not later than 180
22 days after the establishment of the Committee,
23 the Committee shall submit to the Secretary,
24 the Committee on Transportation and Infra-
25 structure of the House of Representatives, and

1 the Committee on Commerce, Science, and
2 Transportation of the Senate a report that—

3 (i) describes and evaluates the steps
4 being taken in the private sector and by
5 international regulatory authorities to im-
6 plement and enforce requirements relating
7 to the safe transportation by air of bulk
8 shipments of lithium ion cells and bat-
9 teries; and

10 (ii) identifies any areas of enforce-
11 ment or regulatory requirements for which
12 there is consensus that greater attention is
13 needed.

14 (B) INDEPENDENT STATEMENTS.—Each
15 member of the Committee shall be provided an
16 opportunity to submit an independent state-
17 ment of views with the report submitted pursu-
18 ant to subparagraph (A).

19 (5) MEETINGS.—

20 (A) IN GENERAL.—The Committee shall
21 meet at the direction of the Secretary and at
22 least twice a year.

23 (B) PREPARATION FOR ICAO MEETINGS.—
24 Notwithstanding subparagraph (A), the Sec-
25 retary shall convene a meeting of the Com-

1 mittee in connection with and in advance of
2 each meeting of the International Civil Aviation
3 Organization, or any of its panels or working
4 groups, addressing the safety of air transpor-
5 tation of lithium ion and lithium metal batteries
6 to brief Committee members on positions to be
7 taken by the United States at such meeting and
8 provide Committee members a meaningful op-
9 portunity to comment.

10 (6) TERMINATION.—The Committee shall ter-
11 minate on the date that is 6 years after the date on
12 which the Committee is established.

13 (7) TERMINATION OF FUTURE OF AVIATION AD-
14 VISORY COMMITTEE.—The Future of Aviation Advi-
15 sory Committee shall terminate on the date on which
16 the lithium ion battery air safety advisory committee
17 is established.

18 (c) MEDICAL DEVICE BATTERIES.—

19 (1) LIMITED EXCEPTIONS TO RESTRICTIONS ON
20 AIR TRANSPORTATION OF MEDICAL DEVICE BAT-
21 TERIES.—The Secretary shall issue limited excep-
22 tions to the restrictions on transportation of lithium
23 ion and lithium metal batteries to allow the ship-
24 ment on a passenger aircraft of not more than 2 re-

1 placement batteries specifically used for a medical
2 device if—

3 (A) the intended destination of the bat-
4 teries is not serviced daily by cargo aircraft if
5 a battery is required for medically necessary
6 care; or

7 (B) with regard to a shipper of lithium ion
8 or lithium metal batteries for medical devices
9 that cannot comply with a charge limitation in
10 place at the time, each battery is—

11 (i) individually packed in an inner
12 packaging that completely encloses the bat-
13 tery;

14 (ii) placed in a rigid outer packaging;
15 and

16 (iii) protected to prevent a short cir-
17 cuit.

18 (2) MEDICAL DEVICE DEFINED.—In this sub-
19 section, the term “medical device” means an instru-
20 ment, apparatus, implement, machine, contrivance,
21 implant, or in vitro reagent, including any compo-
22 nent, part, or accessory thereof, which is intended
23 for use in the diagnosis of disease or other condi-
24 tions, or in the cure, mitigation, treatment, or pre-
25 vention of disease, in a person.

1 (3) SAVINGS CLAUSE.—Nothing in this sub-
2 section may be construed as expanding or restricting
3 any authority of the Secretary under section 828 of
4 the FAA Modernization and Reform Act of 2012
5 (49 U.S.C. 44701 note).

6 (d) PACKAGING IMPROVEMENTS.—Not later than
7 180 days after the date of enactment of this Act, the Sec-
8 retary, in consultation with interested stakeholders, shall
9 submit to the Committee on Transportation and Infra-
10 structure of the House of Representatives and the Com-
11 mittee on Commerce, Science, and Transportation of the
12 Senate an evaluation of current practices for the pack-
13 aging of lithium ion batteries and cells for air transpor-
14 tation, including recommendations, if any, to improve the
15 packaging of such batteries and cells for air transportation
16 in a safe, efficient, and cost-effective manner.

17 (e) DEPARTMENT OF TRANSPORTATION POLICY ON
18 INTERNATIONAL REPRESENTATION.—It shall be the pol-
19 icy of the Department of Transportation to support the
20 participation of industry in all panels and working groups
21 of the Dangerous Goods Panel of the International Civil
22 Aviation Organization and any other international test or
23 standard setting organization that considers proposals on
24 the safety or transportation of lithium ion and lithium
25 metal batteries in which the United States participates.

1 (f) HARMONIZATION WITH ICAO TECHNICAL IN-
2 STRUCTIONS.—Pursuant to section 828 of the FAA Mod-
3 ernization and Reform Act of 2012 (49 U.S.C. 44701
4 note), not later than 30 days after the date of enactment
5 of this Act, the Secretary shall conform United States reg-
6 ulations on the air transport of lithium cells and batteries
7 with the lithium cells and batteries requirements in the
8 2015–2016 edition of the ICAO Technical Instructions
9 (including all addenda), including the revised standards
10 adopted by the International Civil Aviation Organization
11 that became effective on April 1, 2016.

12 (g) DEFINITIONS.—In this section, the following defi-
13 nitions apply:

14 (1) ICAO TECHNICAL INSTRUCTIONS.—The
15 term “ICAO Technical Instructions” has the mean-
16 ing given that term in section 828(c) of the FAA
17 Modernization and Reform Act of 2012 (49 U.S.C.
18 44701 note).

19 (2) U.S. HAZARDOUS MATERIALS REGULA-
20 TIONS.—The term “U.S. Hazardous Materials Regu-
21 lations” means the regulations in parts 100 through
22 177 of title 49, Code of Federal Regulations (includ-
23 ing amendments adopted after the date of enactment
24 of this Act).

1 **SEC. 610. REMOTE TOWER PILOT PROGRAM FOR RURAL**
2 **AND SMALL COMMUNITIES.**

3 (a) IN GENERAL.—Not later than 180 days after the
4 date of enactment of this Act, the Secretary of Transpor-
5 tation shall establish a pilot program under which, upon
6 approval of an application submitted by an operator of a
7 public-use airport, the Secretary shall install and operate
8 at the airport a remote air traffic control tower in order
9 to assess the operational benefits of remote air traffic con-
10 trol towers.

11 (b) APPLICATIONS.—The operator of an airport seek-
12 ing to participate in the pilot program shall submit to the
13 Secretary for approval an application that is in such form
14 and contains such information as the Secretary may re-
15 quire.

16 (c) SELECTION CRITERIA.—

17 (1) SELECTION OF AIRPORTS.—From among
18 the applications submitted under subsection (b), the
19 Secretary, after consultation with representatives of
20 labor organizations representing operators and em-
21 ployees of the air traffic control system, shall select
22 for participation in the pilot program 7 airports as
23 follows:

24 (A) 1 nonhub, primary airport.

25 (B) 3 nonprimary airports without existing
26 air traffic control towers.

1 (C) 2 airports with air traffic control tow-
2 ers participating in a program established
3 under section 47124 of title 49, United States
4 Code.

5 (D) 1 airport selected at the discretion of
6 the Secretary.

7 (2) PRIORITY SELECTION.—In selecting from
8 among the applications submitted under subsection
9 (b), the Secretary shall give priority to applicants
10 that can best demonstrate the capabilities and po-
11 tential of remote air traffic control towers, including
12 applicants proposing to operate multiple remote air
13 traffic control towers from a single facility.

14 (3) AUTHORITY TO REALLOCATE AIRPORT SE-
15 LECTION.—If the Secretary receives an insufficient
16 number of applications, the Secretary may reallocate
17 the distribution of airport sites described in para-
18 graph (1).

19 (d) ASSET CLASSIFICATION.—For purposes of sec-
20 tion 90317 of title 49, United States Code, as added by
21 this Act, a remote air traffic control tower, including ancil-
22 lary equipment, installed with Government funds pursuant
23 to this section shall be considered to be an air navigation
24 facility.

25 (e) SAFETY RISK MANAGEMENT PANEL.—

1 (1) SAFETY RISK MANAGEMENT PANEL MEET-
2 ING.—Prior to the operational use of a remote air
3 traffic control tower, the Secretary shall convene a
4 safety risk management panel for the tower to ad-
5 dress any safety issues with respect to the tower.

6 (2) SAFETY RISK MANAGEMENT PANEL BEST
7 PRACTICES.—The safety risk management panels
8 shall be created and utilized in a manner similar to
9 that of safety risk management panels previously es-
10 tablished for remote air traffic control towers, taking
11 into account—

12 (A) best practices that have been devel-
13 oped; and

14 (B) operational data from remote air traf-
15 fic control towers located in the United States.

16 (f) AIRPORT IMPROVEMENT PROGRAM.—The pilot
17 program shall be eligible for airport improvement funding
18 under chapter 471 of title 49, United States Code.

19 (g) POSSIBLE EXPANSION OF PROGRAM.—Not later
20 than 30 days after the date that the first remote air traffic
21 control tower is commissioned, the Administrator of the
22 Federal Aviation Administration shall establish a repeat-
23 able process by which future certified remote air traffic
24 control tower systems may be commissioned at additional
25 airports.

1 (h) DEFINITIONS.—

2 (1) IN GENERAL.—In this section, the following
3 definitions apply:

4 (A) AIR NAVIGATION FACILITY.—The term
5 “air navigation facility” has the meaning given
6 that term in section 40102(a) of title 49,
7 United States Code.

8 (B) REMOTE AIR TRAFFIC CONTROL
9 TOWER.—The term “remote air traffic control
10 tower” means a remotely operated air naviga-
11 tion facility, including all necessary system com-
12 ponents, that provides the functions and capa-
13 bilities of an air traffic control tower.

14 (2) APPLICABILITY OF OTHER DEFINITIONS.—
15 The terms “nonhub airport”, “primary airport”, and
16 “public-use airport” have the meanings given such
17 terms in section 47102 of title 49, United States
18 Code.

19 (i) SUNSET.—The pilot program shall terminate on
20 the day before the date of transfer, as defined in section
21 90101(a) of title 49, United States Code, as added by this
22 Act.

1 **SEC. 611. ENSURING FAA READINESS TO PROVIDE SEAM-**
2 **LESS OCEANIC OPERATIONS.**

3 Not later than September 30, 2018, the Secretary of
4 Transportation shall make a final investment decision for
5 the implementation of a reduced oceanic separation capa-
6 bility that, by March 31, 2019, shall be operational and
7 in use providing capabilities at least equivalent to that of-
8 fered in neighboring airspace, and such service shall be
9 provided in the same manner as terrestrial surveillance is
10 provided.

11 **SEC. 612. SENSE OF CONGRESS REGARDING WOMEN IN**
12 **AVIATION.**

13 It is the sense of Congress that the aviation industry
14 should explore all opportunities, including pilot training,
15 science, technology, engineering, and mathematics edu-
16 cation, and mentorship programs, to encourage and sup-
17 port female students and aviators to pursue a career in
18 aviation.

19 **SEC. 613. OBSTRUCTION EVALUATION AERONAUTICAL**
20 **STUDIES.**

21 The Secretary of Transportation may implement the
22 policy set forth in the notice of proposed policy titled “Pro-
23 posal to Consider the Impact of One Engine Inoperative
24 Procedures in Obstruction Evaluation Aeronautical Stud-
25 ies” published by the Department of Transportation on
26 April 28, 2014 (79 Fed. Reg. 23300), only if the policy

1 is adopted pursuant to a notice and comment rulemaking
2 and, for purposes of Executive Order 12866 (5 U.S.C. 601
3 note; relating to regulatory planning and review), is treat-
4 ed as a significant regulatory action within the scope of
5 section 3(f)(1) of such Order.

6 **SEC. 614. AIRCRAFT LEASING.**

7 Section 44112(b) of title 49, United States Code, is
8 amended—

9 (1) by striking “on land or water”; and

10 (2) by inserting “operational” before “control”.

11 **SEC. 615. REPORT ON OBSOLETE TEST EQUIPMENT.**

12 (a) REPORT.—Not later than 180 days after the date
13 of enactment of this Act, the Administrator of the Federal
14 Aviation Administration shall submit to the Committee on
15 Transportation and Infrastructure of the House of Rep-
16 resentatives and the Committee on Commerce, Science,
17 and Transportation of the Senate a report on the National
18 Test Equipment Program of the Federal Aviation Admin-
19 istration (in this section referred to as the “Program”).

20 (b) CONTENTS.—The report shall include—

21 (1) a list of all known outstanding requests for
22 test equipment, cataloged by type and location,
23 under the Program;

1 (2) a description of the current method under
2 the Program of ensuring calibrated equipment is in
3 place for utilization;

4 (3) a plan by the Administrator for appropriate
5 inventory of such equipment;

6 (4) the Administrator's recommendations for
7 increasing multifunctionality in future test equip-
8 ment and all known and foreseeable manufacturer
9 technological advances; and

10 (5) a plan to replace, as appropriate, obsolete
11 test equipment throughout the service areas.

12 **SEC. 616. RETIRED MILITARY CONTROLLERS.**

13 Section 44506(f) of title 49, United States Code, is
14 amended—

15 (1) in paragraph (3) by inserting “except for
16 individuals covered by a program described in para-
17 graph (4),” after “section 3307 of title 5,”; and

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

19 “(4) RETIRED MILITARY CONTROLLERS.—The
20 Administrator may establish a program to provide
21 an original appointment to a position as an air traf-
22 fic controller for individuals who—

23 “(A) are on terminal leave pending retire-
24 ment from active duty military service or have

1 retired from active duty military service within
2 5 years of applying for the appointment; and

3 “(B) within 5 years of applying for the ap-
4 pointment, have held either an air traffic con-
5 trol specialist certification or a facility rating
6 according to Administration standards.”.

7 **SEC. 617. PILOTS SHARING FLIGHT EXPENSES WITH PAS-**
8 **SENGERS.**

9 (a) GUIDANCE.—

10 (1) IN GENERAL.—Not later than 90 days after
11 the date of enactment of this Act, the Administrator
12 of the Federal Aviation Administration shall make
13 publicly available, in a clear and concise format, ad-
14 visory guidance that describes how a pilot may share
15 flight expenses with passengers in a manner con-
16 sistent with Federal law, including regulations.

17 (2) EXAMPLES INCLUDED.—The guidance shall
18 include examples of—

19 (A) flights for which pilots and passengers
20 may share expenses;

21 (B) flights for which pilots and passengers
22 may not share expenses;

23 (C) the methods of communication that pi-
24 lots and passengers may use to arrange flights
25 for which expenses are shared; and

1 (D) the methods of communication that pi-
2 lots and passengers may not use to arrange
3 flights for which expenses are shared.

4 (b) REPORT.—

5 (1) IN GENERAL.—Not later than 180 days
6 after the date on which guidance is made publicly
7 available under subsection (a), the Comptroller Gen-
8 eral of the United States shall submit to the Com-
9 mittee on Transportation and Infrastructure of the
10 House of Representatives and the Committee on
11 Commerce, Science, and Transportation of the Sen-
12 ate a report analyzing Federal policy with respect to
13 pilots sharing flight expenses with passengers.

14 (2) EVALUATIONS INCLUDED.—The report sub-
15 mitted under paragraph (1) shall include an evalua-
16 tion of—

17 (A) the rationale for such Federal policy;

18 (B) safety and other concerns related to
19 pilots sharing flight expenses with passengers;
20 and

21 (C) benefits related to pilots sharing flight
22 expenses with passengers.

1 **SEC. 618. AVIATION RULEMAKING COMMITTEE FOR PART**
2 **135 PILOT REST AND DUTY RULES.**

3 (a) IN GENERAL.—Not later than 180 days after the
4 date of enactment of this Act, the Administrator of the
5 Federal Aviation Administration shall convene an aviation
6 rulemaking committee to review, and develop findings and
7 recommendations regarding, pilot rest and duty rules
8 under part 135 of title 14, Code of Federal Regulations.

9 (b) DUTIES.—The Administrator shall—

10 (1) not later than 2 years after the date of en-
11 actment of this Act, submit to the Committee on
12 Transportation and Infrastructure of the House of
13 Representatives and the Committee on Commerce,
14 Science, and Transportation of the Senate a report
15 based on the findings of the aviation rulemaking
16 committee; and

17 (2) not later than 1 year after the date of sub-
18 mission of the report under paragraph (1), issue a
19 notice of proposed rulemaking based on any con-
20 sensus recommendations reached by the aviation
21 rulemaking committee.

22 (c) COMPOSITION.—The aviation rulemaking com-
23 mittee shall consist of members appointed by the Adminis-
24 trator, including—

25 (1) representatives of industry;

1 (2) representatives of aviation labor organiza-
2 tions, including collective bargaining units rep-
3 resenting pilots who are covered by part 135 of title
4 14, Code of Federal Regulations, and subpart K of
5 part 91 of such title; and

6 (3) aviation safety experts with specific knowl-
7 edge of flight crewmember education and training
8 requirements under part 135 of such title.

9 (d) CONSIDERATIONS.—The Administrator shall di-
10 rect the aviation rulemaking committee to consider—

11 (1) recommendations of prior part 135 rule-
12 making committees;

13 (2) accommodations necessary for small busi-
14 nesses;

15 (3) scientific data derived from aviation-related
16 fatigue and sleep research;

17 (4) data gathered from aviation safety reporting
18 programs;

19 (5) the need to accommodate the diversity of
20 operations conducted under part 135; and

21 (6) other items, as appropriate.

22 **SEC. 619. METROPOLITAN WASHINGTON AIRPORTS AU-**
23 **THORITY.**

24 (a) FINDINGS.—Congress finds that—

1 (1) the Metropolitan Washington Airports Au-
2 thority (in this section referred to as “MWAA”),
3 which operates Ronald Reagan Washington National
4 Airport and Dulles International Airport by lease
5 with the Department of Transportation, has rou-
6 tinely performed poorly on audits conducted by the
7 Inspector General of the Department of Transpor-
8 tation;

9 (2) the responsible stewardship of taxpayer-
10 owned assets by MWAA is of great concern to Con-
11 gress;

12 (3) a March 20, 2015, audit conducted by the
13 Inspector General titled “MWAA’s Office of Audit
14 Does Not Have an Adequate Quality Assurance and
15 Improvement Program” (Report No. ZA–2015–035)
16 found that MWAA’s quality assurance and improve-
17 ment program did not conform with the standards
18 of the Institute of Internal Auditors; and

19 (4) the Inspector General’s audit made 7 rec-
20 ommendations to strengthen MWAA governance, its
21 Office of Audit, and its quality assurance and im-
22 provement program.

23 (b) IMPLEMENTING AUDIT RECOMMENDATIONS.—

24 (1) STUDY.—The Inspector General of the De-
25 partment of Transportation shall conduct a study on

1 MWAA's progress in implementing the recommenda-
2 tions of the audit referred to in subsection (a).

3 (2) REPORT.—The Inspector General shall sub-
4 mit to the Committee on Transportation and Infra-
5 structure of the House of Representatives and the
6 Committee on Commerce, Science, and Transpor-
7 tation of the Senate a report on the study, including
8 the Inspector General's findings, conclusions, and
9 recommendations for strengthening and improving
10 MWAA's Office of Audit.

11 **SEC. 620. TERMINAL AERODROME FORECAST.**

12 (a) IN GENERAL.—The Administrator of the Federal
13 Aviation Administration shall permit a covered air carrier
14 to operate to or from a location in a noncontiguous State
15 without a Terminal Aerodrome Forecast or Meteorological
16 Aerodrome Report if—

17 (1) such location is determined to be under vis-
18 ual meteorological conditions;

19 (2) a current Area Forecast, supplemented by
20 other local weather observations or reports, is avail-
21 able; and

22 (3) an alternate airport that has an available
23 Terminal Aerodrome Forecast and weather report is
24 specified.

25 (b) PROCEDURES.—A covered air carrier shall—

1 (1) have approved procedures for dispatch or
2 release and enroute weather evaluation; and

3 (2) operate under instrument flight rules
4 enroute to the destination.

5 (c) COVERED AIR CARRIER DEFINED.—In this sec-
6 tion, the term “covered air carrier” means an air carrier
7 operating in a noncontiguous State under part 121 of title
8 14, Code of Federal Regulations.

9 **SEC. 621. FEDERAL AVIATION ADMINISTRATION EMPLOY-**
10 **EES STATIONED ON GUAM.**

11 It is the sense of Congress that—

12 (1) the Administrator of the Federal Aviation
13 Administration and the Secretary of Defense should
14 seek an agreement that would enable Federal Avia-
15 tion Administration employees stationed on Guam to
16 have access to Department of Defense hospitals,
17 commissaries, and exchanges on Guam;

18 (2) access to these facilities is important to en-
19 sure the health and well-being of Federal Aviation
20 Administration employees and their families; and

21 (3) in exchange for this access, the Federal
22 Aviation Administration should make payments to
23 cover the applicable administrative costs incurred by
24 the Department of Defense in carrying out the
25 agreement.

1 **SEC. 622. TECHNICAL CORRECTIONS.**

2 (a) AIRPORT CAPACITY ENHANCEMENT PROJECTS
3 AT CONGESTED AIRPORTS.—Section 40104(c) of title 49,
4 United States Code, is amended by striking “section
5 47176” and inserting “section 47175”.

6 (b) PASSENGER FACILITY CHARGES.—Section
7 40117(a)(5) of title 49, United States Code, is amended
8 by striking “charge or charge” and inserting “charge”.

9 (c) OVERFLIGHTS OF NATIONAL PARKS.—Section
10 40128(a)(3) of title 49, United States Code, is amended
11 by striking “under part 91 of the title 14,” and inserting
12 “under part 91 of title 14,”.

13 (d) PLANS TO ADDRESS NEEDS OF FAMILIES OF
14 PASSENGERS INVOLVED IN FOREIGN AIR CARRIER ACCI-
15 DENTS.—Section 41313(c)(16) of title 49, United States
16 Code, is amended by striking “An assurance that the for-
17 eign air carrier” and inserting “An assurance that”.

18 (e) OPERATIONS OF CARRIERS.—The analysis for
19 chapter 417 of title 49, United States Code, is amended
20 by striking the item relating to section 41718 and insert-
21 ing the following:

“41718. Special rules for Ronald Reagan Washington National Airport.”.

22 (f) SCHEDULES FOR CERTAIN TRANSPORTATION OF
23 MAIL.—Section 41902(a) of title 49, United States Code,
24 is amended by striking “section 41906” and inserting
25 “section 41905”.

1 (g) WEIGHING MAIL.—Section 41907 of title 49,
2 United States Code, is amended by striking “and -adminis-
3 trative” and inserting “and administrative”.

4 (h) STRUCTURES INTERFERING WITH AIR COM-
5 MERCE OR NATIONAL SECURITY.—Section 44718(b)(1) of
6 title 49, United States Code, is amended—

7 (1) in the matter preceding subparagraph (A)
8 by striking “air navigation facilities and equipment”
9 and inserting “air or space navigation facilities and
10 equipment”; and

11 (2) in subparagraph (A)—

12 (A) in clause (v) by striking “and” at the
13 end;

14 (B) by redesignating clause (vi) as clause
15 (vii); and

16 (C) by inserting after clause (v) the fol-
17 lowing:

18 “(vi) the impact on launch and re-
19 entry for launch and reentry vehicles arriv-
20 ing or departing from a launch site or re-
21 entry site licensed by the Secretary of
22 Transportation; and”.

23 (i) FEES INVOLVING AIRCRAFT NOT PROVIDING AIR
24 TRANSPORTATION.—Section 45302 of title 49, United

1 States Code, is amended by striking “44703(f)(2)” each
2 place it appears and inserting “44703(g)(2)”.

3 (j) CHAPTER 465.—The analysis for chapter 465 of
4 title 49, United States Code, is amended by striking the
5 following:

“46503. Repealed.”.

6 (k) SOLICITATION AND CONSIDERATION OF COM-
7 MENTS.—Section 47171(l) of title 49, United States Code,
8 is amended by striking “4371” and inserting “4321”.

9 (l) ADJUSTMENTS TO COMPENSATION FOR SIGNIFI-
10 CANTLY INCREASED COSTS.—Section 426 of the FAA
11 Modernization and Reform Act of 2012 is amended—

12 (1) in subsection (a) (49 U.S.C. 41737 note) by
13 striking “Secretary” and inserting “Secretary of
14 Transportation”; and

15 (2) in subsection (c) (49 U.S.C. 41731 note) by
16 striking “the Secretary may waive” and inserting
17 “the Secretary of Transportation may waive”.

18 (m) AIRCRAFT DEPARTURE QUEUE MANAGEMENT
19 PILOT PROGRAM.—Section 507(a) of the FAA Moderniza-
20 tion and Reform Act of 2012 (49 U.S.C. 44505 note) is
21 amended by striking “section 48101(a)” and inserting
22 “section 48101(a) of title 49, United States Code,”.

1 **SEC. 623. APPLICATION OF VETERANS' PREFERENCE TO**
2 **FEDERAL AVIATION ADMINISTRATION PER-**
3 **SONNEL MANAGEMENT SYSTEM.**

4 Section 40122(g)(2)(B) of title 49, United States
5 Code, is amended—

6 (1) by inserting “3304(f),” before “3308-
7 3320”; and

8 (2) by inserting “3330a, 3330b, 3330c, and
9 3330d,” before “relating”.

10 **SEC. 624. PUBLIC AIRCRAFT ELIGIBLE FOR LOGGING**
11 **FLIGHT TIMES.**

12 The Administrator of the Federal Aviation Adminis-
13 tration shall issue regulations modifying section
14 61.51(j)(4) of title 14, Code of Federal Regulations, so
15 as to include aircraft under the direct operational control
16 of forestry and fire protection agencies as public aircraft
17 eligible for logging flight times.

18 **SEC. 625. FEDERAL AVIATION ADMINISTRATION WORK-**
19 **FORCE REVIEW.**

20 (a) IN GENERAL.—Not later than 120 days after the
21 date of enactment of this Act, the Comptroller General
22 of the United States shall conduct a review to assess the
23 workforce and training needs of the Federal Aviation Ad-
24 ministration (in this section referred to as the “FAA”)
25 in the anticipated budgetary environment.

1 (b) CONTENTS.—In conducting the review, the
2 Comptroller General shall—

3 (1) identify the long-term workforce and train-
4 ing needs of the FAA workforce;

5 (2) assess the impact of automation, digitaliza-
6 tion, and artificial intelligence on the FAA work-
7 force;

8 (3) analyze the skills and qualifications required
9 of the FAA workforce for successful performance in
10 the current and future projected aviation environ-
11 ment;

12 (4) review current performance incentive poli-
13 cies of the FAA, including awards for performance;

14 (5) analyze ways in which the FAA can work
15 with industry and labor, including labor groups rep-
16 resenting the FAA workforce, to establish knowl-
17 edge-sharing opportunities between the FAA and the
18 aviation industry regarding new equipment and sys-
19 tems, best practices, and other areas of interest; and

20 (6) develop recommendations on the most effec-
21 tive qualifications, training programs (including e-
22 learning training), and performance incentive ap-
23 proaches to address the needs of the future pro-
24 jected aviation regulatory system in the anticipated
25 budgetary environment.

1 (c) REPORT.—Not later than 270 days after the date
2 of enactment of this Act, the Comptroller General shall
3 submit to the Committee on Transportation and Infra-
4 structure of the House of Representatives and the Com-
5 mittee on Commerce, Science, and Transportation of the
6 Senate a report on the results of the review.

7 **SEC. 626. STATE TAXATION.**

8 Section 40116(d)(2)(A) of title 49, United States
9 Code, is amended by adding at the end the following:

10 “(v) except as otherwise provided under section
11 47133, levy or collect a tax, fee, or charge, first tak-
12 ing effect after the date of enactment of this clause,
13 upon any business located at a commercial service
14 airport or operating as a permittee of such an air-
15 port that is not generally imposed on sales or serv-
16 ices by that State, political subdivision, or authority
17 unless wholly utilized for airport or aeronautical pur-
18 poses.”.

19 **SEC. 627. AVIATION AND AEROSPACE WORKFORCE OF THE**
20 **FUTURE.**

21 (a) FINDINGS.—Congress finds that—

22 (1) in 2016, United States air carriers carried
23 a record high number of passengers on domestic
24 flights, 719 million passengers;

1 (2) the United States aerospace and defense in-
2 dustry employed 1.7 million workers in 2015, or
3 roughly 2 percent of the Nation's total employment
4 base;

5 (3) the average salary of an employee in the
6 aerospace and defense industry is 44 percent above
7 the national average;

8 (4) in 2015, the aerospace and defense industry
9 contributed nearly \$202.4 billion in value added to
10 the United States economy;

11 (5) an effective aviation industry relies on indi-
12 viduals with unique skill sets, many of which can be
13 directly obtained through career and technical edu-
14 cation opportunities; and

15 (6) industry and the Federal Government have
16 taken some actions to attract qualified individuals to
17 careers in aviation and aerospace and to retain
18 qualified individuals in such careers.

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

21 (1) public and private education institutions
22 should make available to students and parents infor-
23 mation on approved programs of study and career
24 pathways, including career exploration, work-based
25 learning opportunities, dual and concurrent enroll-

1 ment opportunities, and guidance and advisement
2 resources;

3 (2) public and private education institutions
4 should partner with aviation and aerospace compa-
5 nies to promote career paths available within the in-
6 dustry and share information on the unique benefits
7 and opportunities the career paths offer;

8 (3) aviation companies, including air carriers,
9 manufacturers, commercial space companies, un-
10 manned aircraft system companies, and repair sta-
11 tions, should create opportunities, through appren-
12 ticeships or other mechanisms, to attract young peo-
13 ple to aviation and aerospace careers and to enable
14 individuals to gain the critical skills needed to thrive
15 in such professions; and

16 (4) the Federal Government should consider the
17 needs of men and women interested in pursuing ca-
18 reers in the aviation and aerospace industry, the
19 long-term personnel needs of the aviation and aero-
20 space industry, and the role of aviation in the
21 United States economy in the creation and adminis-
22 tration of educational and financial aid programs.

1 **SEC. 628. FUTURE AVIATION AND AEROSPACE WORKFORCE**
2 **STUDY.**

3 (a) **IN GENERAL.**—Not later than 90 days after the
4 date of enactment of this Act, the Comptroller General
5 of the United States shall conduct a study—

6 (1) to identify the factors influencing the supply
7 of individuals pursuing a career in the aviation or
8 aerospace industry; and

9 (2) to identify best practices or programs to
10 incentivize, recruit, and retain young people in avia-
11 tion and aerospace professions.

12 (b) **CONSULTATION.**—The Comptroller General shall
13 conduct the study in consultation with—

14 (1) appropriate Federal agencies; and

15 (2) the aviation and aerospace industry, institu-
16 tions of higher education, and labor stakeholders.

17 (c) **REPORT TO CONGRESS.**—Not later than 1 year
18 after the date of enactment of this Act, the Comptroller
19 General shall submit to the Committee on Transportation
20 and Infrastructure of the House of Representatives and
21 the Committee on Commerce, Science, and Transportation
22 of the Senate a report on the results of the study and
23 related recommendations.

1 **SEC. 629. FAA LEADERSHIP ON CIVIL SUPERSONIC AIR-**
2 **CRAFT.**

3 (a) IN GENERAL.—The Administrator of the Federal
4 Aviation Administration shall exercise leadership in the
5 creation of Federal and international policies, regulations,
6 and standards relating to the certification and safe and
7 efficient operation of civil supersonic aircraft.

8 (b) EXERCISE OF LEADERSHIP.—In carrying out
9 subsection (a), the Administrator shall—

10 (1) consider the needs of the aerospace industry
11 and other stakeholders when creating policies, regu-
12 lations, and standards that enable the safe commer-
13 cial deployment of civil supersonic aircraft tech-
14 nology and the safe and efficient operation of civil
15 supersonic aircraft; and

16 (2) obtain the input of aerospace industry
17 stakeholders regarding—

18 (A) the appropriate regulatory framework
19 and timeline for permitting the safe and effi-
20 cient operation of civil supersonic aircraft with-
21 in United States airspace, including updating or
22 modifying existing regulations on such oper-
23 ation;

24 (B) issues related to standards and regula-
25 tions for the type certification and safe oper-

1 ation of civil supersonic aircraft, including noise
2 certification, including—

3 (i) the operational differences between
4 subsonic aircraft and supersonic aircraft;

5 (ii) costs and benefits associated with
6 landing and takeoff noise requirements for
7 civil supersonic aircraft, including impacts
8 on aircraft emissions;

9 (iii) public and economic benefits of
10 the operation of civil supersonic aircraft
11 and associated aerospace industry activity;
12 and

13 (iv) challenges relating to ensuring
14 that standards and regulations aimed at
15 relieving and protecting the public health
16 and welfare from aircraft noise and sonic
17 booms are economically reasonable, techno-
18 logically practicable, and appropriate for
19 civil supersonic aircraft; and

20 (C) other issues identified by the Adminis-
21 trator or the aerospace industry that must be
22 addressed to enable the safe commercial deploy-
23 ment and safe and efficient operation of civil
24 supersonic aircraft.

1 (c) INTERNATIONAL LEADERSHIP.—The Adminis-
2 trator, in the appropriate international forums, shall take
3 actions that—

4 (1) demonstrate global leadership under sub-
5 section (a);

6 (2) address the needs of the aerospace industry
7 identified under subsection (b); and

8 (3) protect the public health and welfare.

9 (d) REPORT TO CONGRESS.—Not later than 1 year
10 after the date of enactment of this Act, the Administrator
11 shall submit to the Committee on Transportation and In-
12 frastructure of the House of Representatives and the Com-
13 mittee on Commerce, Science, and Transportation of the
14 Senate a report detailing—

15 (1) the Administrator's actions to exercise lead-
16 ership in the creation of Federal and international
17 policies, regulations, and standards relating to the
18 certification and safe and efficient operation of civil
19 supersonic aircraft;

20 (2) planned, proposed, and anticipated actions
21 to update or modify existing policies and regulations
22 related to civil supersonic aircraft, including those
23 identified as a result of industry consultation and
24 feedback; and

1 (3) a timeline for any actions to be taken to up-
2 date or modify existing policies and regulations re-
3 lated to civil supersonic aircraft.

4 **SEC. 630. OKLAHOMA REGISTRY OFFICE.**

5 The Administrator of the Federal Aviation Adminis-
6 tration shall consider the aircraft registry office in Okla-
7 homa City, Oklahoma, as excepted during a Government
8 shutdown or emergency (as it provides excepted services)
9 to ensure that it remains open during any Government
10 shutdown or emergency.

11 **SEC. 631. FOREIGN AIR TRANSPORTATION UNDER UNITED**
12 **STATES-EUROPEAN UNION AIR TRANSPORT**
13 **AGREEMENT.**

14 (a) CERTAIN FOREIGN AIR TRANSPORTATION PER-
15 MITS.—The Secretary of Transportation may not issue a
16 permit under section 41302 of title 49, United States
17 Code, or an exemption under section 40109 of such title,
18 authorizing a person to provide foreign air transportation
19 as a foreign air carrier under the United States-European
20 Union Air Transport Agreement of April 2007 (as amend-
21 ed) in a proceeding in which the applicability of Article
22 17 bis of such Agreement has been raised by an interested
23 person, unless the Secretary—

24 (1) finds that issuing the permit or exemption
25 would be consistent with the intent set forth in Arti-

1 cle 17 bis of the Agreement, that opportunities cre-
2 ated by the Agreement do not undermine labor
3 standards or the labor-related rights and principles
4 contained in the laws of the respective parties to the
5 Agreement; and

6 (2) imposes on the permit or exemption such
7 conditions as may be necessary to ensure that the
8 person complies with the intent of Article 17 bis.

9 (b) PUBLIC INTEREST TEST.—Section 41302(2) of
10 title 49, United States Code, is amended—

11 (1) in subparagraph (A) by striking “under an
12 agreement with the United States Government; or”
13 and inserting “; and”; and

14 (2) in subparagraph (B) by striking “the for-
15 eign air transportation” and inserting “after consid-
16 ering the totality of the circumstances, including the
17 factors set forth in section 40101(a), the foreign air
18 transportation”.

19 (c) PUBLIC INTEREST REQUIREMENTS.—

20 (1) POLICY.—Section 40101(a) of title 49,
21 United States Code, is amended by adding at the
22 end the following:

23 “(17) preventing entry into United States mar-
24 kets by flag of convenience carriers.”.

1 (2) INTERNATIONAL AIR TRANSPORTATION.—
2 Section 40101(e)(9) of title 49, United States Code,
3 is amended—

4 (A) in subparagraph (D) by striking “and”
5 at the end;

6 (B) in subparagraph (E) by striking the
7 period at the end and inserting “; and”; and

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

9 “(F) erosion of labor standards associated
10 with flag of convenience carriers.”.

11 (3) FLAG OF CONVENIENCE CARRIER DE-
12 FINED.—Section 40102(a) of title 49, United States
13 Code, as amended by this Act, is further amended
14 by adding at the end the following:

15 “(49) ‘flag of convenience carrier’ means a for-
16 eign air carrier that is established in a country other
17 than the home country of its majority owner or own-
18 ers in order to avoid regulations of the home coun-
19 try.”.

20 **SEC. 632. TRAINING ON HUMAN TRAFFICKING FOR CER-**
21 **TAIN STAFF.**

22 (a) IN GENERAL.—Chapter 447 of title 49, United
23 States Code, as amended by this Act, is further amended
24 by adding at the end the following:

1 **“§ 44737. Training on human trafficking for certain**
2 **staff**

3 “In addition to other training requirements, each air
4 carrier shall provide training—

5 “(1) to ticket counter agents, gate agents, and
6 other air carrier workers whose jobs require regular
7 interaction with passengers; and

8 “(2) on recognizing and responding to potential
9 human trafficking victims.”.

10 (b) CLERICAL AMENDMENT.—The analysis for chap-
11 ter 447 of title 49, United States Code, as amended by
12 this Act, is further amended by adding at the end the fol-
13 lowing:

“44737. Training on human trafficking for certain staff.”.

14 **SEC. 633. PART 107 IMPLEMENTATION IMPROVEMENTS.**

15 (a) IN GENERAL.—Not later than 30 days after the
16 date of enactment of this section, the Administrator of the
17 Federal Aviation Administration shall publish a direct
18 final rule—

19 (1) revising section 107.205 of title 14, Code of
20 Federal Regulations, by striking the second sentence
21 of subsections (a) and (c); and

22 (2) revising section 107.25 of such title by
23 striking “and is not transporting another person’s
24 property for compensation or hire”.

1 (b) DETERMINATION OF WAIVER.—In determining
2 whether to grant a waiver under part 107 of title 14, Code
3 of Federal Regulations, to authorize transportation of an-
4 other’s property for compensation or hire beyond the vis-
5 ual line of sight of the remote pilot, from a moving vehicle,
6 or over people, the Administrator shall consider the tech-
7 nological capabilities of the unmanned aircraft system, the
8 qualifications of the remote pilot, and the operational envi-
9 ronment.

10 **SEC. 634. PART 107 TRANSPARENCY AND TECHNOLOGY IM-**
11 **PROVEMENTS.**

12 (a) TRANSPARENCY.—Not later than 30 days after
13 the date of enactment of this Act, the Administrator of
14 the Federal Aviation Administration shall publish on the
15 Federal Aviation Administration website a representative
16 sample of the safety justifications, offered by applicants
17 for small unmanned aircraft system waivers and airspace
18 authorizations, that have been approved by the Adminis-
19 tration for each regulation waived or class of airspace au-
20 thorized, except that any published justification shall not
21 reveal proprietary or commercially sensitive information.

22 (b) TECHNOLOGY IMPROVEMENTS.—Not later than
23 90 days after the date of enactment of this Act, the Ad-
24 ministrator shall revise the online waiver and certificates
25 of authorization processes—

1 (1) to provide real time confirmation that an
2 application filed online has been received by the Ad-
3 ministration; and

4 (2) to provide an applicant with an opportunity
5 to review the status of the applicant's application.

6 **SEC. 635. PROHIBITIONS AGAINST SMOKING ON PAS-**
7 **SENGER FLIGHTS.**

8 Section 41706 of title 49, United States Code, is
9 amended—

10 (1) by redesignating subsection (d) as sub-
11 section (e); and

12 (2) by inserting after subsection (c) the fol-
13 lowing:

14 “(d) **ELECTRONIC CIGARETTES.**—

15 “(1) **INCLUSION.**—The use of an electronic cig-
16 arette shall be treated as smoking for purposes of
17 this section.

18 “(2) **ELECTRONIC CIGARETTE DEFINED.**—In
19 this section, the term ‘electronic cigarette’ means a
20 device that delivers nicotine to a user of the device
21 in the form of a vapor that is inhaled to simulate
22 the experience of smoking.”.

1 **SEC. 636. CONSUMER PROTECTION REQUIREMENTS RELAT-**
2 **ING TO LARGE TICKET AGENTS.**

3 (a) IN GENERAL.—Not later than 90 days after the
4 date of enactment of this Act, the Secretary of Transpor-
5 tation shall issue a final rule to require large ticket agents
6 to adopt minimum customer service standards.

7 (b) PURPOSE.—The purpose of the final rule shall be
8 to ensure that, to the maximum extent practicable, there
9 is a consistent level of consumer protection regardless of
10 where consumers purchase air fares and related air trans-
11 portation services.

12 (c) STANDARDS.—In issuing the final rule, the Sec-
13 retary shall consider, at a minimum, establishing stand-
14 ards for—

15 (1) providing prompt refunds when ticket re-
16 funds are due, including fees for optional services
17 that consumers purchased but were not able to use
18 due to a flight cancellation or oversale situation;

19 (2) providing an option to hold a reservation at
20 the quoted fare without payment, or to cancel with-
21 out penalty, for 24 hours;

22 (3) disclosing cancellation policies, seating con-
23 figurations, and lavatory availability with respect to
24 flights;

25 (4) notifying customers in a timely manner of
26 itinerary changes; and

1 (5) responding promptly to customer com-
2 plaints.

3 (d) DEFINITIONS.—In this section, the following shall
4 apply:

5 (1) TICKET AGENT.—

6 (A) IN GENERAL.—Subject to subpara-
7 graph (B), the term “ticket agent” has the
8 meaning given that term in section 40102(a) of
9 title 49, United States Code.

10 (B) INCLUSION.—The term “ticket agent”
11 includes a person who acts as an intermediary
12 involved in the sale of air transportation di-
13 rectly or indirectly to consumers, including by
14 operating an electronic airline information sys-
15 tem, if the person—

16 (i) holds the person out as a source of
17 information about, or reservations for, the
18 air transportation industry; and

19 (ii) receives compensation in any way
20 related to the sale of air transportation.

21 (2) LARGE TICKET AGENT.—The term “large
22 ticket agent” means a ticket agent with annual reve-
23 nues of \$100,000,000 or more.

1 **SEC. 637. AGENCY PROCUREMENT REPORTING REQUIRE-**
2 **MENTS.**

3 Section 40110(d) of title 49, United States Code, is
4 amended by adding at the end the following:

5 “(5) ANNUAL REPORT ON THE PURCHASE OF
6 FOREIGN MANUFACTURED ARTICLES.—

7 “(A) REPORT.—Not later than 90 days
8 after the end of the fiscal year, the Secretary
9 of Transportation shall submit a report to Con-
10 gress on the dollar amount of the acquisitions
11 made by the agency from entities that manufac-
12 ture the articles, materials, or supplies outside
13 of the United States in such fiscal year.

14 “(B) CONTENTS.—The report required by
15 subparagraph (A) shall separately indicate—

16 “(i) the dollar value of any articles,
17 materials, or supplies purchased that were
18 manufactured outside of the United States;
19 and

20 “(ii) a summary of the total procure-
21 ment funds spent on goods manufactured
22 in the United States versus funds spent on
23 goods manufactured outside of the United
24 States.

25 “(C) AVAILABILITY OF REPORT.—The Sec-
26 retary shall make the report under subpara-

1 graph (A) publicly available on the agency's
2 website not later than 30 days after submission
3 to Congress.”.

4 **SEC. 638. ZERO-EMISSION VEHICLES AND TECHNOLOGY.**

5 (a) PASSENGER FACILITY CHARGE ELIGIBILITY.—
6 Section 40117(a)(3) of title 49, United States Code, is
7 amended by adding at the end the following:

8 “(H) A project for—

9 “(i) converting or retrofitting vehicles
10 and ground support equipment into eligible
11 zero-emission vehicles and equipment (as
12 defined in section 47102); or

13 “(ii) acquiring, by purchase or lease,
14 eligible zero-emission vehicles and equip-
15 ment (as defined in section 47102).”.

16 (b) AIRPORT IMPROVEMENT PROGRAM ELIGI-
17 BILITY.—

18 (1) AIRPORT DEVELOPMENT DEFINED.—Sec-
19 tion 47102(3) of title 49, United States Code, is
20 amended by adding at the end the following:

21 “(P) converting or retrofitting vehicles and
22 ground support equipment into eligible zero-
23 emission vehicles and equipment or acquiring,
24 by purchase or lease, eligible zero-emission vehi-
25 cles and equipment.

1 “(Q) constructing or modifying airport fa-
2 cilities to install a microgrid in order to provide
3 increased resilience to severe weather, ter-
4 rorism, and other causes of grid failures.”.

5 (2) ADDITIONAL DEFINITIONS.—Section 47102
6 of title 49, United States Code, as amended by this
7 Act, is further amended by adding at the end the
8 following:

9 “(30) ‘eligible zero-emission vehicle and equip-
10 ment’ means a zero-emission vehicle, equipment re-
11 lated to such a vehicle, and ground support equip-
12 ment that includes zero-emission technology that
13 is—

14 “(A) used exclusively at a commercial serv-
15 ice airport; or

16 “(B) used exclusively to transport people
17 or materials to and from a commercial service
18 airport.

19 “(31) ‘microgrid’ means a localized grouping of
20 electricity sources and loads that normally operates
21 connected to and synchronous with the traditional
22 centralized electrical grid, but can disconnect and
23 function autonomously as physical or economic con-
24 ditions dictate.

1 “(32) ‘zero-emission vehicle’ means a zero-emis-
2 sion vehicle as defined in section 88.102–94 of title
3 40, Code of Federal Regulations, or a vehicle that
4 produces zero exhaust emissions of any criteria pol-
5 lutant (or precursor pollutant) under any possible
6 operational modes and conditions.”.

7 (3) SPECIAL APPORTIONMENT CATEGORIES.—
8 Section 47117(e)(1)(A) of title 49, United States
9 Code, is amended by inserting “for airport develop-
10 ment described in section 47102(3)(P),” after
11 “under section 47141,”.

12 (c) ZERO-EMISSION PROGRAM.—Chapter 471 of title
13 49, United States Code, is amended—

14 (1) by striking section 47136;

15 (2) by redesignating section 47136a as section
16 47136; and

17 (3) in section 47136, as so redesignated, by
18 striking subsections (a) and (b) and inserting the
19 following:

20 “(a) IN GENERAL.—The Secretary of Transportation
21 may establish a pilot program under which the sponsors
22 of not less than 10 public-use airports may use funds
23 made available under this chapter or section 48103 for
24 use at such airports to carry out—

1 “(1) activities associated with the acquisition,
2 by purchase or lease, and operation of zero-emission
3 vehicles, including removable power sources for such
4 vehicles; and

5 “(2) the construction or modification of infra-
6 structure to facilitate the delivery of fuel and serv-
7 ices necessary for the use of such vehicles.

8 “(b) ELIGIBILITY.—A public-use airport is eligible
9 for participation in the program if the vehicles or ground
10 support equipment are—

11 “(1) used exclusively at the airport; or

12 “(2) used exclusively to transport people or ma-
13 terials to and from the airport.”;

14 (4) in section 47136, as so redesignated, by
15 striking subsections (d) and (e) and inserting the
16 following:

17 “(d) FEDERAL SHARE.—The Federal share of the
18 cost of a project carried out under the program shall be
19 the Federal share specified in section 47109.

20 “(e) TECHNICAL ASSISTANCE.—

21 “(1) IN GENERAL.—The sponsor of a public-use
22 airport may use not more than 10 percent of the
23 amounts made available to the sponsor under the
24 program in any fiscal year for—

25 “(A) technical assistance; and

1 “(B) project management support to assist
2 the airport with the solicitation, acquisition,
3 and deployment of zero-emission vehicles, re-
4 lated equipment, and supporting infrastructure.

5 “(2) PROVIDERS OF TECHNICAL ASSISTANCE.—

6 To receive the technical assistance or project man-
7 agement support described in paragraph (1), partici-
8 pants in the program may use—

9 “(A) a nonprofit organization selected by
10 the Secretary; or

11 “(B) a university transportation center re-
12 ceiving grants under section 5505 in the region
13 of the airport.”;

14 (5) in section 47136, as so redesignated, in sub-
15 section (f) by striking “section 47136” and inserting
16 “the inherently low emission airport vehicle pilot
17 program”; and

18 (6) in section 47136, as so redesignated, by
19 adding at the end the following:

20 “(g) ALLOWABLE PROJECT COST.—The allowable
21 project cost for the acquisition of a zero-emission vehicle
22 shall be the total cost of purchasing or leasing the vehicle,
23 including the cost of technical assistance or project man-
24 agement support described in subsection (e).

1 “(h) FLEXIBLE PROCUREMENT.—A sponsor of a
2 public-use airport may use funds made available under the
3 program to acquire, by purchase or lease, a zero-emission
4 vehicle and a removable power source in separate trans-
5 actions, including transactions by which the airport pur-
6 chases the vehicle and leases the removable power source.

7 “(i) TESTING REQUIRED.—A sponsor of a public-use
8 airport may not use funds made available under the pro-
9 gram to acquire a zero-emission vehicle unless that make,
10 model, or type of vehicle has been tested by a Federal vehi-
11 cle testing facility acceptable to the Secretary.

12 “(j) REMOVABLE POWER SOURCE DEFINED.—In
13 this section, the term ‘removable power source’ means a
14 power source that is separately installed in, and removable
15 from, a zero-emission vehicle and may include a battery,
16 a fuel cell, an ultra-capacitor, or other advanced power
17 source used in a zero-emission vehicle.”.

18 (d) CLERICAL AMENDMENT.—The analysis for chap-
19 ter 471 of title 49, United States Code, is amended by
20 striking the items relating to sections 47136 and 47136a
21 and inserting the following:

“47136. Zero-emission airport vehicles and infrastructure.”.

22 **SEC. 639. EMPLOYEE ASSAULT PREVENTION AND RE-**
23 **SPONSE PLANS.**

24 (a) IN GENERAL.—Not later than 90 days after the
25 date of enactment of this Act, each air carrier operating

1 under part 121 of title 14, Code of Federal Regulations
2 (in this section referred to as a “part 121 air carrier”),
3 shall submit to the Administrator of the Federal Aviation
4 Administration for review and acceptance an Employee
5 Assault Prevention and Response Plan related to the cus-
6 tomer service agents of the air carrier and that is devel-
7 oped in consultation with the labor union representing
8 such agents.

9 (b) CONTENTS OF PLAN.—An Employee Assault Pre-
10 vention and Response Plan submitted under subsection (a)
11 shall include the following:

12 (1) Reporting protocols for air carrier customer
13 service agents who have been the victim of a verbal
14 or physical assault.

15 (2) Protocols for the immediate notification of
16 law enforcement after an incident of verbal or phys-
17 ical assault committed against an air carrier cus-
18 tomer service agent.

19 (3) Protocols for informing Federal law enforce-
20 ment with respect to violations of section 46503 of
21 title 49, United States Code.

22 (4) Protocols for ensuring that a passenger in-
23 volved in a violent incident with a customer service
24 agent of an air carrier is not allowed to move
25 through airport security or board an aircraft until

1 appropriate law enforcement has had an opportunity
2 to assess the incident and take appropriate action.

3 (5) Protocols for air carriers to inform pas-
4 sengers of Federal laws protecting Federal, airport,
5 and air carrier employees who have security duties
6 within an airport.

7 (c) EMPLOYEE TRAINING.—A part 121 air carrier
8 shall conduct initial and recurrent training for all employ-
9 ees, including management, of the air carrier with respect
10 to the plan required under subsection (a), which shall in-
11 clude training on de-escalating hostile situations, written
12 protocols on dealing with hostile situations, and the re-
13 porting of relevant incidents.

14 **SEC. 640. STUDY ON TRAINING OF CUSTOMER-FACING AIR**
15 **CARRIER EMPLOYEES.**

16 (a) IN GENERAL.—Not later than 180 days after the
17 date of enactment of this Act, the Secretary of Transpor-
18 tation shall conduct a study on the training received by
19 customer-facing employees of air carriers.

20 (b) CONTENTS.—The study shall include—

21 (1) an analysis of the training received by cus-
22 tomer-facing employees with respect to the manage-
23 ment of disputes on aircraft; and

24 (2) an examination of how institutions of higher
25 learning, in coordination with air carriers, customer-

1 facing employees and their representatives, consumer
2 advocacy organizations, and other stakeholders,
3 could—

4 (A) review such training and related prac-
5 tices;

6 (B) produce recommendations; and

7 (C) if determined appropriate, provide sup-
8 plemental training.

9 (c) REPORT.—Not later than 1 year after the date
10 of enactment of this Act, the Secretary shall submit to
11 the Committee on Transportation and Infrastructure of
12 the House of Representatives and the Committee on Com-
13 merce, Science, and Transportation of the Senate a report
14 on the results of the study.

15 **SEC. 641. MINIMUM DIMENSIONS FOR PASSENGER SEATS.**

16 (a) IN GENERAL.—Not later than 1 year after the
17 date of enactment of this Act, and after providing notice
18 and an opportunity for comment, the Administrator of the
19 Federal Aviation Administration shall issue regulations
20 that establish minimum dimensions for passenger seats on
21 aircraft operated by air carriers in interstate air transpor-
22 tation or intrastate air transportation, including mini-
23 mums for seat pitch, width, and length, and that are nec-
24 essary for the safety and health of passengers.

1 (b) DEFINITIONS.—The definitions contained in sec-
2 tion 40102(a) of title 49, United States Code, apply to
3 this section.

4 **SEC. 642. STUDY OF GROUND TRANSPORTATION OPTIONS.**

5 Not later than 1 year after the date of enactment
6 of this Act, the Comptroller General of the United States
7 shall conduct a study that examines the ground transpor-
8 tation options at the Nation's 10 busiest airports in order
9 to—

10 (1) understand the impact of new and emerging
11 transportation options for travelers to get into and
12 out of airports;

13 (2) determine whether it is appropriate to use
14 airport improvement funds and revenues from pas-
15 senger facility charges to address traffic congestion
16 and passenger travel times between urban commer-
17 cial centers and airports; and

18 (3) review guidelines and requirements for air-
19 port improvement funds and passenger facility
20 charges to determine under what conditions such
21 funds may be used to address traffic congestion in
22 urban commercial centers for travel to airports.

23 **SEC. 643. ADJUSTMENT.**

24 (a) IN GENERAL.—Section 251(b)(2) of the Balanced
25 Budget and Emergency Deficit Control Act of 1985 (2

1 U.S.C. 901(b)(2)) is amended by adding at the end the
2 following:

3 “(E) FEDERAL AVIATION ADMINISTRATION
4 ADJUSTMENT.—With respect to fiscal year
5 2021, a downward adjustment shall be made
6 equal to the amount of discretionary budget au-
7 thority appropriated for fiscal year 2020 for air
8 traffic control under the following discretionary
9 accounts of the Federal Aviation Administra-
10 tion:

11 “(i) ‘Operations’.

12 “(ii) ‘Facilities and Equipment’.

13 “(iii) ‘Research, Engineering, and De-
14 velopment’.”.

15 (b) CLARIFICATION.—No adjustment may be made
16 under section 251(b)(1) of the Balanced Budget and
17 Emergency Deficit Control Act of 1985 (relating to
18 changes in concepts and definitions) as a result of the en-
19 actment of this Act.

1 **TITLE VII—RESEARCH, ENGI-**
2 **NEERING, AND DEVELOP-**
3 **MENT**

4 **Subtitle A—General Provisions**

5 **SEC. 701. SHORT TITLE.**

6 This title may be cited as the “FAA Leadership in
7 Groundbreaking High-Tech Research and Development
8 Act” or the “FLIGHT R&D Act”.

9 **SEC. 702. DEFINITIONS.**

10 As used in this title, the following definitions apply:

11 (1) ADMINISTRATOR.—The term “Adminis-
12 trator” means the Administrator of the Federal
13 Aviation Administration.

14 (2) FAA.—The term “FAA” means the Fed-
15 eral Aviation Administration.

16 (3) NASA.—The term “NASA” means the Na-
17 tional Aeronautics and Space Administration.

18 (4) SECRETARY.—The term “Secretary” means
19 the Secretary of Transportation.

20 **SEC. 703. AUTHORIZATION OF APPROPRIATIONS.**

21 (a) AUTHORIZATIONS.—Section 48102(a) of title 49,
22 United States Code, is amended—

23 (1) in the matter before paragraph (1) by strik-
24 ing “and, for each of fiscal years 2012 through
25 2015, under subsection (g)”;

1 (2) at the end of paragraph (8), by striking
2 “and”;

3 (3) in paragraph (9) by striking the period at
4 the end and inserting a semicolon; and

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

6 “(10) for fiscal year 2018, \$181,000,000, in-
7 cluding—

8 “(A) \$128,500,000 for Safety Research
9 and Development programs, including—

10 “(i) Fire Research and Safety;

11 “(ii) Propulsion and Fuel Systems;

12 “(iii) Advanced Materials/Structural
13 Safety;

14 “(iv) Aircraft Icing/Digital System
15 Safety;

16 “(v) Continued Airworthiness;

17 “(vi) Aircraft Catastrophic Failure
18 Prevention Research;

19 “(vii) Flightdeck/Maintenance/System
20 Integration Human Factors;

21 “(viii) System Safety Management;

22 “(ix) Air Traffic Control/Technical
23 Operations Human Factors;

24 “(x) Aeromedical Research;

25 “(xi) Weather Program;

- 1 “(xii) Unmanned Aircraft Systems
2 Research;
- 3 “(xiii) NextGen–Alternative Fuels for
4 General Aviation;
- 5 “(xiv) Joint Planning and Develop-
6 ment Office;
- 7 “(xv) Ocean and Other Remote Loca-
8 tions ATS Research Program;
- 9 “(xvi) Cybersecurity Research Pro-
10 gram;
- 11 “(xvii) Cybersecurity Threat Modeling
12 Program;
- 13 “(xviii) Single Piloted Commercial
14 Cargo Aircraft Program; and
- 15 “(xix) UAV-Manned Aircraft Collision
16 Research Program;
- 17 “(B) \$26,000,000 for Economic Competi-
18 tiveness Research and Development programs,
19 including—
- 20 “(i) NextGen–Wake Turbulence;
- 21 “(ii) NextGen–Air Ground Integration
22 Human Factors;
- 23 “(iii) Next Gen–Weather Technology
24 in the Cockpit; and

1 “(iv) Commercial Space Transpor-
2 tation Safety;

3 “(C) \$20,000,000 for Environmental Sus-
4 tainability Research and Development pro-
5 grams, including—

6 “(i) Environment and Energy; and

7 “(ii) NextGen–Environmental Re-
8 search–Aircraft Technologies, Fuels and
9 Metrics; and

10 “(D) \$6,500,000 for Mission Support pro-
11 grams, including—

12 “(i) System Planning and Resource
13 Management; and

14 “(ii) William J. Hughes Technical
15 Center Laboratory Facility;

16 “(11) for fiscal year 2019, \$186,000,000, in-
17 cluding—

18 “(A) \$131,000,000 for Safety Research
19 and Development programs, including—

20 “(i) Fire Research and Safety;

21 “(ii) Propulsion and Fuel Systems;

22 “(iii) Advanced Materials/Structural
23 Safety;

24 “(iv) Aircraft Icing/Digital System
25 Safety;

- 1 “(v) Continued Airworthiness;
- 2 “(vi) Aircraft Catastrophic Failure
- 3 Prevention Research;
- 4 “(vii) Flightdeck/Maintenance/System
- 5 Integration Human Factors;
- 6 “(viii) System Safety Management;
- 7 “(ix) Air Traffic Control/Technical
- 8 Operations Human Factors;
- 9 “(x) Aeromedical Research;
- 10 “(xi) Weather Program;
- 11 “(xii) Unmanned Aircraft Systems
- 12 Research;
- 13 “(xiii) NextGen–Alternative Fuels for
- 14 General Aviation;
- 15 “(xiv) Joint Planning and Develop-
- 16 ment Office;
- 17 “(xv) Ocean and Other Remote Loca-
- 18 tions ATS Research Program;
- 19 “(xvi) Cybersecurity Research Pro-
- 20 gram;
- 21 “(xvii) Cybersecurity Threat Modeling
- 22 Program;
- 23 “(xviii) Single Piloted Commercial
- 24 Cargo Aircraft Program; and

1 “(xix) UAV-Manned Aircraft Collision
2 Research Program;

3 “(B) \$28,000,000 for Economic Competi-
4 tiveness Research and Development programs,
5 including—

6 “(i) NextGen–Wake Turbulence;

7 “(ii) NextGen–Air Ground Integration
8 Human Factors;

9 “(iii) Next Gen–Weather Technology
10 in the Cockpit; and

11 “(iv) Commercial Space Transpor-
12 tation Safety;

13 “(C) \$20,000,000 for Environmental Sus-
14 tainability Research and Development pro-
15 grams, including—

16 “(i) Environment and Energy; and

17 “(ii) NextGen–Environmental Re-
18 search–Aircraft Technologies, Fuels and
19 Metrics; and

20 “(D) \$7,000,000 for Mission Support pro-
21 grams, including—

22 “(i) System Planning and Resource
23 Management; and

24 “(ii) William J. Hughes Technical
25 Center Laboratory Facility;

1 “(12) for fiscal year 2020, \$190,000,000, in-
2 cluding—

3 “(A) \$133,500,000 for Safety Research
4 and Development programs, including—

5 “(i) Fire Research and Safety;

6 “(ii) Propulsion and Fuel Systems;

7 “(iii) Advanced Materials/Structural
8 Safety;

9 “(iv) Aircraft Icing/Digital System
10 Safety;

11 “(v) Continued Airworthiness;

12 “(vi) Aircraft Catastrophic Failure
13 Prevention Research;

14 “(vii) Flightdeck/Maintenance/System
15 Integration Human Factors;

16 “(viii) System Safety Management;

17 “(ix) Air Traffic Control/Technical
18 Operations Human Factors;

19 “(x) Aeromedical Research;

20 “(xi) Weather Program;

21 “(xii) Unmanned Aircraft Systems
22 Research;

23 “(xiii) NextGen–Alternative Fuels for
24 General Aviation;

1 “(xiv) Joint Planning and Develop-
2 ment Office;

3 “(xv) Ocean and Other Remote Loca-
4 tions ATS Research Program;

5 “(xvi) Cybersecurity Research Pro-
6 gram;

7 “(xvii) Cybersecurity Threat Modeling
8 Program;

9 “(xviii) Single Piloted Commercial
10 Cargo Aircraft Program; and

11 “(xix) UAV-Manned Aircraft Collision
12 Research Program;

13 “(B) \$29,000,000 for Economic Competi-
14 tiveness Research and Development programs,
15 including—

16 “(i) NextGen–Wake Turbulence;

17 “(ii) NextGen–Air Ground Integration
18 Human Factors;

19 “(iii) Next Gen–Weather Technology
20 in the Cockpit; and

21 “(iv) Commercial Space Transpor-
22 tation Safety;

23 “(C) \$20,000,000 for Environmental Sus-
24 tainability Research and Development pro-
25 grams, including—

1 “(i) Environment and Energy; and

2 “(ii) NextGen–Environmental Re-
3 search–Aircraft Technologies, Fuels and
4 Metrics; and

5 “(D) \$7,500,000 for Mission Support pro-
6 grams, including—

7 “(i) System Planning and Resource
8 Management; and

9 “(ii) William J. Hughes Technical
10 Center Laboratory Facility;

11 “(13) for fiscal year 2021, \$126,000,000;

12 “(14) for fiscal year 2022, \$130,000,000; and

13 “(15) for fiscal year 2023, \$132,000,000.”.

14 (b) CONTINGENCY FUNDING.—Section 48102(b) of
15 title 49, United States, Code, is amended by inserting
16 after paragraph (3) the following:

17 “(4) Notwithstanding subsection (a), no funds are
18 authorized for a fiscal year for Environmental Sustain-
19 ability Research and Development programs unless the
20 full amount authorized for that fiscal year under sub-
21 section (a) for the all of the following programs is appro-
22 priated for that fiscal year:

23 “(A) Safety Research and Development pro-
24 grams.

1 “(B) Economic Competitiveness Research and
2 Development programs.

3 “(C) Mission Support programs.”.

4 (c) ANNUAL SUBMISSION OF THE NATIONAL AVIA-
5 TION RESEARCH PLAN.—Section 48102(g) of title 49,
6 United States, Code, is amended to read as follows:

7 “(g) ANNUAL SUBMISSION OF THE NATIONAL AVIA-
8 TION RESEARCH PLAN.—Notwithstanding subsection (a),
9 no funds are authorized to be appropriated for the Office
10 of the Administrator for a fiscal year unless the Secretary
11 has submitted the National Aviation Research Plan to
12 Congress no later than the date of submission of the Presi-
13 dent’s budget request to Congress for that fiscal year, as
14 required under section 44501(c).”.

15 **Subtitle B—FAA Research and**
16 **Development Organization**

17 **SEC. 711. ASSOCIATE ADMINISTRATOR FOR RESEARCH AND**
18 **DEVELOPMENT.**

19 (a) APPOINTMENT.—Not later than 3 months after
20 the date of enactment of this title, the Administrator shall
21 appoint an Associate Administrator for Research and De-
22 velopment.

23 (b) SENIOR EXECUTIVE SERVICE.—The Associate
24 Administrator for Research and Development shall be a
25 Senior Executive Service position.

1 (c) RESPONSIBILITIES.—The Associate Adminis-
2 trator for Research and Development shall, at a minimum,
3 be responsible for—

4 (1) management and oversight of all the FAA’s
5 research and development programs and activities;
6 and

7 (2) production of all congressional reports from
8 the FAA relevant to research and development, in-
9 cluding the National Aviation Research Plan.

10 (d) DUAL APPOINTMENT.—The Associate Adminis-
11 trator for Research and Development may be a dual-ap-
12 pointment, holding the responsibilities of another Asso-
13 ciate Administrator.

14 **SEC. 712. RESEARCH ADVISORY COMMITTEE.**

15 (a) ADVICE AND RECOMMENDATIONS.—Section
16 44508(a)(1)(A) of title 49, United States Code, is amend-
17 ed to read as follows:

18 “(A) provide advice and recommendations to
19 the Administrator of the Federal Aviation Adminis-
20 tration and Congress about needs, objectives, plans,
21 approaches, content, and accomplishments of all
22 aviation research and development activities and
23 programs carried out, including those under sections
24 40119, 44504, 44505, 44507, 44511–44513, and
25 44912 of this title;”.

1 (b) WRITTEN REPLY TO RESEARCH ADVISORY COM-
2 MITTEE.—Section 44508 of title 49, United States Code,
3 is amended by adding at the end the following:

4 “(f) WRITTEN REPLY.—

5 “(1) IN GENERAL.—Not later than 60 days
6 after receiving any recommendation from the re-
7 search advisory committee, the Administrator shall
8 provide a written reply to the research advisory com-
9 mittee that, at a minimum—

10 “(A) clearly states whether the Adminis-
11 trator accepts or rejects the recommendations;

12 “(B) explains the rationale for the Admin-
13 istrator’s decision;

14 “(C) sets forth the timeframe in which the
15 Administrator will implement the recommenda-
16 tion; and

17 “(D) describes the steps the Administrator
18 will take to implement the recommendation.

19 “(2) TRANSPARENCY.—The written reply to the
20 research advisory committee, when transmitted to
21 the research advisory committee, shall be—

22 “(A) made publicly available on the re-
23 search advisory committee website; and

24 “(B) transmitted to the Committee on
25 Science, Space, and Technology of the House of

1 Representatives and the Committee on Com-
2 merce, Science, and Transportation of the Sen-
3 ate.

4 “(3) NATIONAL AVIATION RESEARCH PLAN.—
5 The National Aviation Research Plan shall include a
6 summary of all research advisory committee rec-
7 ommendations and a description of the status of
8 their implementation.”.

9 **SEC. 713. PLAN TO DETERMINE RESEARCH AND DEVELOP-**
10 **MENT RESPONSIBILITY.**

11 (a) PLAN.—Not later than 90 days after the date of
12 enactment of this title, the Administrator, in consultation
13 with the Research, Engineering, and Development Advi-
14 sory Committee, NASA, and other relevant agencies, shall
15 enter into an arrangement with an external independent
16 systems engineering and technical assistance organization
17 to develop a plan, in the event that the national air traffic
18 control system is required to be transferred to a non-Fed-
19 eral entity, for the transition of FAA research and devel-
20 opment activities to such entity.

21 (b) PLAN CONTENTS.—At a minimum, the plan de-
22 veloped pursuant to subsection (a) shall—

23 (1) examine all FAA research and development
24 activities, regardless of the budget account funding
25 such activities;

1 (2) take into account such required transfer of
2 the national air traffic control system;

3 (3) recommend research and development ac-
4 tivities that—

5 (A) should be transferred to such non-Fed-
6 eral entity;

7 (B) should not be transferred to such non-
8 Federal entity; and

9 (C) should be shared between the FAA and
10 such non-Federal entity;

11 (4) identify the necessary authorities that exist
12 or are required to carry out the recommendations
13 under paragraph (3);

14 (5) assess the pros and cons of transferring
15 particular categories of research and development
16 activities from the FAA to such non-Federal entity;
17 and

18 (6) take into account the safety of the national
19 airspace system, national security, foreign policy,
20 and the economic interests of the United States.

21 (c) REPORT.—Not later than 1 year after the date
22 of enactment of this title, the Administrator shall submit
23 the plan required under subsection (a) to—

24 (1) the Research, Engineering, and Develop-
25 ment Advisory Committee; and

1 (2) the Committee on Science, Space, and
2 Technology of the House of Representatives and the
3 Committee on Commerce, Science, and Transpor-
4 tation of the Senate.

5 (d) **ADVISORY COMMITTEE ASSESSMENT.**—Not later
6 than 6 months after receiving the report under subsection
7 (c), the Research, Engineering, and Development Advisory
8 Committee shall submit an assessment of the plan re-
9 quired under subsection (a) to the Committee on Science,
10 Space, and Technology of the House of Representatives
11 and the Committee on Commerce, Science, and Transpor-
12 tation of the Senate.

13 **Subtitle C—Unmanned Aircraft** 14 **Systems**

15 **SEC. 721. UNMANNED AIRCRAFT SYSTEMS RESEARCH AND** 16 **DEVELOPMENT ROADMAP.**

17 (a) **AMENDMENTS.**—Section 45502(a)(5), United
18 States Code is amended—

19 (1) by inserting “, in coordination with NASA
20 and relevant stakeholders, including those in indus-
21 try and academia,” after “website”; and

22 (2) by inserting after “annually.” the following:
23 “The roadmap shall include, at a minimum—

24 “(A) cost estimates, planned schedules,
25 and performance benchmarks, including specific

1 tasks, milestones, and timelines for unmanned
2 aircraft systems integration into the national
3 airspace system, including—

4 “(i) the role of the 6 unmanned air-
5 craft systems test ranges established under
6 section 332(c) of the FAA Modernization
7 and Reform Act of 2012 and the Un-
8 manned Aircraft Systems Center of Excel-
9 lence;

10 “(ii) performance and certification
11 standards for unmanned aircraft systems
12 that operate in the national airspace sys-
13 tem; and

14 “(iii) an identification of tools needed
15 to assist air traffic controllers in managing
16 unmanned aircraft systems in the national
17 airspace system;

18 “(B) a description of how the FAA plans
19 to use research and development, including re-
20 search and development conducted through
21 NASA’s Unmanned Aircraft Systems Traffic
22 Management, to accommodate, integrate, and
23 provide for the evolution of unmanned aircraft
24 systems into the national airspace system;

1 “(C) an assessment of critical performance
2 abilities necessary to integrate unmanned air-
3 craft systems into the national airspace system,
4 and how these performance abilities can be
5 demonstrated; and

6 “(D) an update on the advancement of
7 technologies needed to integrate unmanned air-
8 craft systems into the national airspace system,
9 including decisionmaking by adaptive systems
10 such as sense-and-avoid, availability of fre-
11 quency spectrum, and cyber physical security.”.

12 (b) **LIMITATION.**—No funds are authorized to be ap-
13 propriated for the Office of the Administrator for a fiscal
14 year unless the Secretary has submitted the unmanned
15 aircraft systems roadmap to Congress on an annual basis
16 as required under section 45502(a)(5), United States
17 Code.

18 **SEC. 722. PROBABILISTIC METRICS FOR EXEMPTIONS.**

19 (a) **STUDY.**—Not later than 30 days after the date
20 of enactment of this title, the Administrator shall commis-
21 sion an independent study to—

22 (1) develop parameters to conduct research and
23 development for probabilistic metrics to enable the
24 identification of hazards and the assessment of risks
25 as necessary to make determinations under section

1 45505(a), United States Code, that certain un-
2 manned aircraft systems may operate safely in the
3 national airspace system;

4 (2) identify additional research needed to more
5 effectively develop and use such metrics and make
6 such determinations; and

7 (3) in developing parameters for probabilistic
8 metrics, this study shall take into account the utility
9 of performance standards to make determinations
10 under section 45505(a), United States Code.

11 (b) CONSIDERATION OF RESULTS.—The Adminis-
12 trator shall consider the results of the study conducted
13 under subsection (a) when making a determination de-
14 scribed in subsection (a)(1).

15 (c) REPORT.—Not later than 9 months after the date
16 of enactment of this title, the Administrator shall transmit
17 the results of the study conducted under subsection (a)
18 to the Committee on Science, Space, and Technology of
19 the House of Representatives and the Committee on Com-
20 merce, Science, and Transportation of the Senate.

21 **SEC. 723. PROBABILISTIC ASSESSMENT OF RISKS.**

22 The Administrator shall conduct research and devel-
23 opment to enable a probabilistic assessment of risks to in-
24 form requirements for standards for operational certifi-

1 cation of public unmanned aircraft systems in the national
2 airspace.

3 **SEC. 724. UNMANNED AERIAL VEHICLE-MANNED AIRCRAFT**
4 **COLLISION RESEARCH.**

5 (a) RESEARCH.—The Administrator shall coordinate
6 with NASA to conduct comprehensive testing of un-
7 manned aerial vehicles colliding with a manned aircraft,
8 including—

9 (1) collisions between unmanned aerial vehicles
10 of various sizes, traveling at various speeds, and
11 commercial jet airliners of various sizes, traveling at
12 various speeds;

13 (2) collisions between unmanned aerial vehicles
14 of various sizes, traveling at various speeds, and pro-
15 peller planes of various sizes, traveling at various
16 speeds;

17 (3) collisions between unmanned aerial vehicles
18 of various sizes, traveling at various speeds, and
19 blimps of various sizes, traveling at various speeds;

20 (4) collisions between unmanned aerial vehicles
21 of various sizes, traveling at various speeds, and
22 rotorcraft of various sizes, traveling at various
23 speeds; and

1 (5) collisions between unmanned aerial vehicles
2 and various parts of the aforementioned aircraft, in-
3 cluding—

4 (A) windshields;

5 (B) noses;

6 (C) engines;

7 (D) radomes;

8 (E) propellers; and

9 (F) wings.

10 (b) REPORT.—Not later than one year after the date
11 of enactment of this title, the Administrator shall transmit
12 a report summarizing the costs and results of research
13 under this section to the Committee on Science, Space,
14 and Technology of the House of Representatives and the
15 Committee on Commerce, Science, and Transportation of
16 the Senate.

17 **SEC. 725. SPECIAL RULE FOR RESEARCH AND DEVELOP-**
18 **MENT.**

19 Except as necessary to support enforcement action
20 under applicable provisions of law against persons oper-
21 ating unmanned aircraft in a manner that endangers the
22 safety of the national airspace system, notwithstanding
23 any other provision of law relating to the incorporation
24 of unmanned aircraft systems into FAA plans and policies,
25 the Administrator may not promulgate any rule or regula-

1 tion regarding the operation of an unmanned aircraft sys-
2 tem—

3 (1) that is flown strictly for research and devel-
4 opment use;

5 (2) that is operated less than 400 feet above
6 the ground and in Class G airspace;

7 (3) that is operated in a manner that does not
8 interfere with and gives way to any manned aircraft;
9 and

10 (4) when flown within 5 miles of an airport, the
11 operator of the aircraft provides the airport operator
12 and the airport air traffic control tower (when an air
13 traffic facility is located at the airport) with prior
14 notice of the operation (unmanned aircraft operators
15 flying from a permanent location within 5 miles of
16 an airport should establish a mutually-agreed upon
17 operating procedure with the airport operator and
18 the airport air traffic control tower (when an air
19 traffic facility is located at the airport)).

20 **SEC. 726. BEYOND LINE-OF-SIGHT RESEARCH AND DEVEL-**
21 **OPMENT.**

22 (a) AMENDMENTS.—Section 332(c)(2) of the FAA
23 Modernization and Reform Act of 2012 (49 U.S.C. 40101
24 note) is amended—

1 (1) by striking “Administrator shall” and in-
2 serting “Administrator”;

3 (2) at the beginning of each of subparagraphs
4 (A) through (F), by inserting “shall”;

5 (3) at the end of subparagraph (E), by striking
6 “and”;

7 (4) at the end of subparagraph (F), by striking
8 the period and inserting a semicolon; and

9 (5) by adding at the end the following new sub-
10 paragraphs:

11 “(G) shall allow beyond line-of-sight oper-
12 ation of unmanned aircraft systems to be flown
13 within the boundaries of a test range estab-
14 lished under this subsection;

15 “(H) may promulgate regulations gov-
16 erning beyond line-of-sight operation of un-
17 manned aircraft systems flown within the
18 boundaries of a test range established under
19 this subsection for the purposes of public safe-
20 ty; and

21 “(I) shall allow NASA to authorize oper-
22 ation of beyond line-of-sight unmanned aircraft
23 systems within the boundaries of any NASA
24 center or facility.”.

1 (b) STATUTORY CONSTRUCTION.—Nothing in the
2 amendments made by subsection (a) shall be construed to
3 limit the authority of the Administrator to pursue enforce-
4 ment action under applicable provisions of law against per-
5 sons operating unmanned aircraft in a manner that en-
6 dangers the safety of the national airspace system.

7 **Subtitle D—Cybersecurity**

8 **SEC. 731. CYBER TESTBED.**

9 Not later than 6 months after the date of enactment
10 of this title, the Administrator shall develop an integrated
11 Cyber Testbed for research, development, evaluation, and
12 validation of air traffic control modernization programs or
13 technologies, before they enter the national airspace sys-
14 tem, as being compliant with FAA data security regula-
15 tions. The Cyber Testbed shall be part of an integrated
16 research and development test environment capable of cre-
17 ating, identifying, defending, and solving cybersecurity-re-
18 lated problems for the national airspace system. This inte-
19 grated test environment shall incorporate integrated test
20 capacities within the FAA related to the national airspace
21 system and NextGen.

1 **SEC. 732. CABIN COMMUNICATIONS, ENTERTAINMENT, AND**
2 **INFORMATION TECHNOLOGY SYSTEMS CY-**
3 **BERSECURITY VULNERABILITIES.**

4 (a) **EVALUATION.**—The Administrator shall evaluate
5 and determine the research and development needs associ-
6 ated with cybersecurity vulnerabilities of cabin commu-
7 nications, entertainment, and information technology sys-
8 tems on civil passenger aircraft. This evaluation shall in-
9 clude research and development to address—

10 (1) technical risks and vulnerabilities;

11 (2) potential impacts on the national airspace
12 and public safety; and

13 (3) identification of deficiencies in cabin-based
14 cybersecurity.

15 (b) **ASSESSMENT.**—The Administrator shall—

16 (1) conduct an assessment of opportunities to
17 cooperate with the private sector in conducting air-
18 craft in-cabin cybersecurity research and develop-
19 ment; and

20 (2) provide recommendations to improve re-
21 search and development on cabin-based cybersecurity
22 vulnerabilities.

23 (c) **REPORT.**—Not later than 9 months after the date
24 of enactment of this title, the Administrator shall transmit
25 a report on the results of activities under this section to
26 the Committee on Science, Space, and Technology of the

1 House of Representatives and the Committee on Com-
2 merce, Science, and Transportation of the Senate. This
3 report may contain classified annexes.

4 **SEC. 733. CYBERSECURITY THREAT MODELING.**

5 (a) PROGRAM.—

6 (1) IN GENERAL.—The Administrator shall con-
7 sult the National Institute of Standards and Tech-
8 nology to research and develop an internal FAA cy-
9 bersecurity threat modeling program to detect cyber-
10 security vulnerabilities, track how those
11 vulnerabilities might be exploited, and assess the
12 magnitude of harm that could be caused by the ex-
13 ploitation of those vulnerabilities.

14 (2) UPDATES.—This program shall be updated
15 regularly, not less than once every 5 years.

16 (b) REPORT.—Not later than one year after the date
17 of enactment of this title, and within 7 days of each threat
18 modeling program update under subsection (a)(2), the Ad-
19 ministrator shall transmit a report to the Committee on
20 Science, Space, and Technology of the House of Rep-
21 resentatives and the Committee on Commerce, Science,
22 and Transportation of the Senate detailing the status, re-
23 sults, and composition of the threat modeling program.

1 **SEC. 734. NATIONAL INSTITUTE OF STANDARDS AND TECH-**
2 **NOLOGY CYBERSECURITY STANDARDS.**

3 Not later than 6 months after the date of enactment
4 of this title, the FAA shall, in consultation with the Na-
5 tional Institute of Standards and Technology, transmit to
6 the Committee on Science, Space, and Technology of the
7 House of Representatives and the Committee on Com-
8 merce, Science, and Transportation of the Senate a report
9 that includes—

10 (1) a cybersecurity standards plan to implement
11 National Institute of Standards and Technology re-
12 visions to cybersecurity guidance documents within
13 timeframes set by the Office of Management and
14 Budget; and

15 (2) an explanation of why any such rec-
16 ommendations are not incorporated in the plan or
17 are not incorporated within such timeframes.

18 **SEC. 735. CYBERSECURITY RESEARCH COORDINATION.**

19 The Administrator shall, where feasible, cooperate on
20 cybersecurity research and development with other inter-
21 national air traffic management organizations, including
22 the European Aviation Safety Agency, the United King-
23 dom Civil Aviation Authority, Nav Canada, and
24 Airservices Australia.

1 **SEC. 736. CYBERSECURITY RESEARCH AND DEVELOPMENT**
2 **PROGRAM.**

3 (a) ESTABLISHMENT.—Not later than 6 months after
4 the date of enactment of this title, the FAA, in consulta-
5 tion with other agencies as appropriate, shall establish a
6 research and development program to improve the cyber-
7 security of civil aircraft and the national airspace system.

8 (b) PLAN.—

9 (1) IN GENERAL.—Not later than 1 year after
10 the date of enactment of this title, the FAA shall de-
11 velop a plan for the research and development pro-
12 gram established under subsection (a) that contains
13 objectives, proposed tasks, milestones, and a 5-year
14 budgetary profile.

15 (2) NATIONAL ACADEMIES' STUDY.—The Ad-
16 ministrator shall—

17 (A) enter into an arrangement with the
18 National Academies for a study of the plan de-
19 veloped under paragraph (1); and

20 (B) provide the results of that study to the
21 Committee on Science, Space, and Technology
22 of the House of Representatives and the Com-
23 mittee on Commerce, Science, and Transpor-
24 tation of the Senate not later than 18 months
25 after the date of enactment of this title.

1 **Subtitle E—FAA Research and**
2 **Development Activities**

3 **SEC. 741. RESEARCH PLAN FOR THE CERTIFICATION OF**
4 **NEW TECHNOLOGIES INTO THE NATIONAL**
5 **AIRSPACE SYSTEM.**

6 Not later than 1 year after the date of enactment
7 of this title, the Administrator, in consultation with
8 NASA, shall transmit a comprehensive research plan for
9 the certification of new technologies into the national air-
10 space system to the Committee on Science, Space, and
11 Technology of the House of Representatives and the Com-
12 mittee on Commerce, Science, and Transportation of the
13 Senate. This plan shall identify research necessary to sup-
14 port the certification and implementation of NextGen, in-
15 cluding both ground and air elements, and explain the
16 plan’s relationship to other activities and procedures re-
17 quired for certification and implementation of new tech-
18 nologies into the national airspace system. This plan shall
19 be informed by and conform to the recommendations of
20 the National Research Council report titled “Trans-
21 formation in the Air—A Review of the FAA Research
22 Plan”, issued on June 8, 2015. This report shall include,
23 at a minimum—

24 (1) a description of the strategic and prescrip-
25 tive value of the research plan;

1 (2) an explanation of the expected outcomes
2 from executing the plan;

3 (3) an assessment of the FAA's plan to use re-
4 search and development to improve cybersecurity
5 over the next 5 years, taking into account the cyber-
6 security research and development plan developed
7 under section 736(b);

8 (4) an assessment of the current software as-
9 surance practices, and the desired level or attributes
10 to target in the software assurance program;

11 (5) cost estimates, planned schedules, and per-
12 formance benchmarks, including specific tasks, mile-
13 stones, and timelines and including an identification
14 of cost and schedule reserves, for the certification of
15 new technologies into the national airspace system,
16 including NextGen, Automatic Dependent Surveil-
17 lance-Broadcast, Data Communications, National
18 Airspace System Voice System, Collaborative Air
19 Traffic Management Technologies, NextGen Weath-
20 er, and System Wide Information Management;

21 (6) methods for integrating emerging tech-
22 nologies throughout NextGen's development, certifi-
23 cation, and implementation process; and

1 (7) best practices in research and development
2 used by other organizations, such as NASA,
3 NavCanada, and Eurocontrol.

4 **SEC. 742. AVIATION FUEL RESEARCH, DEVELOPMENT, AND**
5 **USAGE.**

6 The Administrator may conduct or supervise re-
7 search, development, and service testing, currently being
8 conducted under the Piston Aviation Fuels Initiative
9 (PAFI) unleaded avgas program, that is required to allow
10 the use of an unleaded aviation gasoline in existing air-
11 craft as a replacement for leaded gasoline.

12 **SEC. 743. AIR TRAFFIC SURVEILLANCE OVER OCEANS AND**
13 **OTHER REMOTE LOCATIONS.**

14 (a) ESTABLISHMENT OF PROGRAM.—The Adminis-
15 trator, in consultation with NASA and other relevant
16 agencies, shall establish a research and development pro-
17 gram on civilian air traffic surveillance over oceans and
18 other remote locations. Such program shall—

19 (1) take into account the need for international
20 interoperability of technologies and air traffic control
21 systems; and

22 (2) recognize that Automatic Dependent Sur-
23 veillance-Broadcast (ADS-B) is an element of the
24 Next Generation Air Transportation System.

1 (b) PILOT PROGRAM.—The Administrator shall es-
2 tablish a pilot program to test, evaluate, and certify for
3 integration into the national airspace system air traffic
4 surveillance equipment for oceans and other remote loca-
5 tions.

6 (c) PARTNERSHIP WITH PRIVATE INDUSTRY.—The
7 Administrator shall partner with private industry on the
8 research, development, testing, and evaluation under this
9 section.

10 (d) REPORT.—Not later than 18 months after the
11 date of enactment of this title, the Administrator shall
12 transmit a report on activities under this section to the
13 Committee on Science, Space, and Technology of the
14 House of Representatives and the Committee on Com-
15 merce, Science, and Transportation of the Senate.

16 **SEC. 744. SINGLE-PILOTED COMMERCIAL CARGO AIR-**
17 **CRAFT.**

18 (a) PROGRAM.—The FAA, in consultation with
19 NASA and other relevant agencies, shall establish a re-
20 search and development program in support of single-pi-
21 loted cargo aircraft assisted with remote piloting and com-
22 puter piloting.

23 (b) REVIEW.—The FAA, in consultation with NASA,
24 shall conduct a review of FAA research and development

1 activities in support of single-piloted cargo aircraft as-
2 sisted with remote piloting and computer piloting.

3 (c) REPORT.—Not later than 6 months after the date
4 of enactment of this title, the Administrator shall transmit
5 a report to the Committee on Science, Space, and Tech-
6 nology of the House of Representatives and the Committee
7 on Commerce, Science, and Transportation of the Senate
8 that describes—

9 (1) the program established under subsection
10 (a); and

11 (2) the results of the review conducted under
12 subsection (b).

13 **SEC. 745. ELECTROMAGNETIC SPECTRUM RESEARCH AND**
14 **DEVELOPMENT.**

15 The Administrator shall develop a program to re-
16 search the use of spectrum in the civil aviation domain,
17 including aircraft and unmanned aircraft systems. This
18 research shall, at a minimum, address—

19 (1) how, operating within an Unmanned Air-
20 craft System Traffic Management system, un-
21 manned aircraft systems can safely use, for control
22 link, tracking, diagnostics, payload communication,
23 collaborative-collision avoidance (e.g. vehicle-to-vehi-
24 cle communications), and other purposes—

25 (A) aviation-protected spectrum;

1 (B) commercial communications networks,
2 such as mobile communications networks; and

3 (C) any other licensed or unlicensed spec-
4 trum;

5 (2) how the reallocation of spectrum assigned
6 for use within frequency bands adjacent to those al-
7 located for position, navigation, and timing may im-
8 pact the safety of civil aviation; and

9 (3) measures to protect and mitigate against
10 spectrum interference in frequency bands used by
11 the civil aviation community to ensure public safety.

12 **TITLE VIII—AIRPORT AND AIR-**
13 **WAY TRUST FUND PROVI-**
14 **SIONS AND RELATED TAXES**

15 **SEC. 801. EXPENDITURE AUTHORITY FROM AIRPORT AND**
16 **AIRWAY TRUST FUND.**

17 (a) IN GENERAL.—Section 9502(d)(1) of the Inter-
18 nal Revenue Code of 1986 is amended—

19 (1) in the matter preceding subparagraph (A),
20 by striking “October 1, 2017” and inserting “Octo-
21 ber 1, 2023”; and

22 (2) in subparagraph (A), by striking the semi-
23 colon at the end and inserting “or the 21st Century
24 Aviation Innovation, Reform, and Reauthorization
25 Act;”.

1 (b) CONFORMING AMENDMENT.—Section 9502(e)(2)
2 of such Code is amended by striking “October 1, 2017”
3 and inserting “October 1, 2023”.

4 **SEC. 802. EXTENSION OF TAXES FUNDING AIRPORT AND**
5 **AIRWAY TRUST FUND.**

6 (a) FUEL TAXES.—Section 4081(d)(2)(B) of the In-
7 ternal Revenue Code of 1986 is amended by striking “Sep-
8 tember 30, 2017” and inserting “September 30, 2023”.

9 (b) TICKET TAXES.—

10 (1) PERSONS.—Section 4261(k)(1)(A)(ii) of
11 such Code is amended by striking “September 30,
12 2017” and inserting “September 30, 2023”.

13 (2) PROPERTY.—Section 4271(d)(1)(A)(ii) of
14 such Code is amended by striking “September 30,
15 2017” and inserting “September 30, 2023”.

16 (c) TERMINATION OF SPECIAL RULES FOR FRAC-
17 TIONAL OWNERSHIP PROGRAMS.—

18 (1) TREATMENT AS NONCOMMERCIAL AVIA-
19 TION.—Section 4083(b) of such Code is amended by
20 striking “October 1, 2017” and inserting “October
21 1, 2021”.

22 (2) EXEMPTION FROM TICKET TAXES.—Section
23 4261(j) of such Code is amended by striking “Sep-
24 tember 30, 2017” and inserting “September 30,
25 2021”.

1 (d) EFFECTIVE DATE.—The amendments made by
2 this section shall apply to periods after September 30,
3 2017.

4 **SEC. 803. TAXES TEMPORARILY MODIFIED AFTER SEP-**
5 **TEMBER 30, 2020.**

6 (a) FUEL TAXES.—

7 (1) IN GENERAL.—Section 4081 of the Internal
8 Revenue Code of 1986 is amended by adding at the
9 end the following new subsection:

10 “(f) TEMPORARY RATE FOR AVIATION FUEL AFTER
11 SEPTEMBER 30, 2020.—Each of the rates of tax specified
12 in subsections (a)(2)(A)(ii) and (a)(2)(C) shall be—

13 “(1) after September 30, 2020, and before Oc-
14 tober 1, 2021, 20 percent of such rate,

15 “(2) after September 30, 2021, and before Oc-
16 tober 1, 2022, 19.9 percent of such rate, and

17 “(3) after September 30, 2022, and before Oc-
18 tober 1, 2023, 19.7 percent of such rate.”.

19 (2) CONFORMING AMENDMENTS.—

20 (A) Section 4041(c)(3) of such Code is
21 amended by striking “shall be 21.8” and all
22 that follows and inserting the following: “shall
23 be the rate in effect at the time under section
24 4081(a)(2)(C)(ii) (the rate in effect at the time

1 under section 4081(a)(2)(C)(i) with respect to
2 any sale or use for commercial aviation).”.

3 (B) Section 6427(l)(4)(A)(ii) of such Code
4 is amended by striking “4.3 cents per gallon”
5 and inserting “the rate specified in section
6 4081(a)(2)(C)(i)”.

7 (b) TICKET TAXES.—

8 (1) PERSONS.—Section 4261 of such Code is
9 amended by adding at the end the following new
10 subsection:

11 “(1) TEMPORARY RATE AFTER SEPTEMBER 30,
12 2020.—The rates of tax imposed under this section for
13 transportation beginning during the following periods (and
14 amounts paid during any such period for transportation
15 beginning after such period) shall be—

16 “(1) after September 30, 2020, and before Oc-
17 tober 1, 2021, 20 percent of the rate otherwise in
18 effect for such period,

19 “(2) after September 30, 2021, and before Oc-
20 tober 1, 2022, 19.9 percent of the rate otherwise in
21 effect for such period, and

22 “(3) after September 30, 2022, and before Oc-
23 tober 1, 2023, 19.7 percent of the rate otherwise in
24 effect for such period.”.

1 (2) PROPERTY.—Section 4271 of such Code is
2 amended by adding at the end the following new
3 subsection:

4 “(e) TEMPORARY RATES AFTER SEPTEMBER 30,
5 2020.—The rates of tax imposed under this section for
6 transportation beginning during the following periods (and
7 amounts paid during any such period for transportation
8 beginning after such period) shall be—

9 “(1) after September 30, 2020, and before Oc-
10 tober 1, 2021, 20 percent of the rate otherwise spec-
11 ified,

12 “(2) after September 30, 2021, and before Oc-
13 tober 1, 2022, 19.9 percent of the rate otherwise
14 specified, and

15 “(3) after September 30, 2022, and before Oc-
16 tober 1, 2023, 19.7 percent of the rate otherwise
17 specified.”.

18 (3) INDEXING OF SEGMENT TAXES TEMPO-
19 RARILY SUSPENDED AFTER SEPTEMBER 30, 2020.—
20 Section 4261(e)(4) is amended by adding at the end
21 the following new subparagraph:

22 “(E) TEMPORARY SUSPENSION OF INDEX-
23 ING.—Notwithstanding subparagraph (A), in
24 the case of taxable events after September 30,
25 2020, and before October 1, 2023, the \$3.00

1 amount contained in subsection (b) and each
2 dollar amount contained in subsection (c) shall
3 be (before the application of subsection (l)) an
4 amount equal to the dollar amounts determined
5 under subparagraph (A) with respect to such
6 subsections for taxable events after December
7 31, 2019, and before October 1, 2020.”.

8 (c) EXCEPTION FOR FLOOR STOCKS REFUNDS.—
9 Section 6412 of such Code is amended by adding at the
10 end the following new subsection:

11 “(d) EXCEPTION FOR TEMPORARY FUEL TAX
12 RATES.—This section shall not apply to any difference be-
13 tween tax paid, and tax made applicable, under section
14 4081 by reason of the application of subsection (f) there-
15 of.”.

16 (d) EFFECTIVE DATE.—The amendments made by
17 this section shall take effect for periods beginning after
18 September 30, 2020.

