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115TH CONGRESS
2d Session
HOUSE OF REPRESENTATIVES
REPORT
115–650

PROVIDING FOR CONSIDERATION OF THE BILL (H.R. 4) TO REAUTHORIZE PROGRAMS OF THE FEDERAL AVIATION ADMINISTRATION, AND FOR OTHER PURPOSES; PROVIDING FOR CONSIDERATION OF THE BILL (H.R. 3144) TO PROVIDE FOR OPERATIONS OF THE FEDERAL COLUMBIA RIVER POWER SYSTEM PURSUANT TO A CERTAIN OPERATION PLAN FOR A SPECIFIED PERIOD OF TIME, AND FOR OTHER PURPOSES; AND PROVIDING FOR PROCEEDINGS DURING THE PERIOD FROM APRIL 30, 2018, THROUGH MAY 4, 2018

APRIL 24, 2018.—Referred to the House Calendar and ordered to be printed

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Mr. WOODALL, from the Committee on Rules, submitted the following

R E P O R T

[To accompany H. Res. 839]

The Committee on Rules, having had under consideration House Resolution 839, by a record vote of 7 to 3, report the same to the House with the recommendation that the resolution be adopted.

SUMMARY OF PROVISIONS OF THE RESOLUTION

The resolution provides for consideration of H.R. 4, the FAA Reauthorization Act of 2018, under a structured rule. The resolution provides one hour of general debate equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure. The resolution waives all points of order against consideration of the bill. The resolution provides that the bill shall be considered as read. The resolution waives all points of order against provisions in the bill. The resolution makes in order only those amendments printed in part A of this report and amendments en bloc described in subsection (e) of the resolution. The resolution provides that the amendments printed in part A of this report may be offered only in the order printed in this report, may be offered only by a Member designated in this report, shall be considered as read, shall be debatable for the time specified in this report equally divided and controlled by the proponent and an opponent, shall not be subject to amendment, and shall not be subject to a demand for division of the question in the House of in the committee of the whole. The resolution waives all points of order against the amendments printed in part A of this report or against amendments en bloc as described in subsection (e) of this resolution. The resolution provides that it shall be in order at

any time for the Chair of the Committee on Transportation and Infrastructure or his designee to offer amendments en bloc consisting of amendments printed in part A of this report not earlier disposed of. Amendments en bloc shall be considered as read, shall be debatable for 20 minutes equally divided and controlled by the chairman and ranking minority member of the Committee on Transportation and Infrastructure or their designees, shall not be subject to amendment, and shall not be subject to a demand for division of the question in the House or in the Committee of the Whole. The resolution provides one motion to recommit with or without instructions.

Section 2 of the resolution provides for consideration of H.R. 3144, to provide for operations of the Federal Columbia River Power System pursuant to a certain operation plan for a specified period of time, and for other purposes, under a closed rule. The resolution provides one hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on Natural Resources. The resolution waives all points of order against consideration of the bill. The resolution provides that the amendment printed in part B of this report shall be considered as adopted and the bill, as amended, shall be considered as read. The resolution waives all points of order against provisions in the bill, as amended. The resolution provides for one motion to recommit with or without instructions.

Section 3 of the resolution provides that on any legislative day during the period from April 30, 2018, through May 4, 2018: the Journal of the proceedings of the previous day shall be considered as approved; and the Chair may at any time declare the House adjourned to meet at a date and time to be announced by the Chair in declaring the adjournment.

Section 4 of the resolution provides that the Speaker may appoint Members to perform the duties of the Chair for the duration of the period addressed by section 3 of the resolution as though under clause 8(a) of rule I.

EXPLANATION OF WAIVERS

Although the resolution waives all points of order against consideration of H.R. 4, the Committee is not aware of any points of order. The waiver is prophylactic in nature.

Although the resolution waives all points of order against provisions in H.R. 4, the Committee is not aware of any points of order. The waiver is prophylactic in nature.

Although the resolution waives all points of order against the amendments to H.R. 4 in part A of this report or against amendments en bloc described in subsection (e) of the resolution, the Committee is not aware of any points of order. The waiver is prophylactic in nature.

Although the resolution waives all points of order against consideration of H.R. 3144, the Committee is not aware of any points of order. The waiver is prophylactic in nature.

Although the resolution waives all points of order against provisions in H.R. 3144, as amended, the Committee is not aware of any points of order. The waiver is prophylactic in nature.

COMMITTEE VOTES

The results of each record vote on an amendment or motion to report, together with the names of those voting for and against, are printed below:

Rules Committee record vote No. 200

Motion by Mr. McGovern to make in order and provide the appropriate waivers to amendment #50, offered by Rep. Johnson (TX), which harmonizes H.R. 4 with the recently enacted FY 2018 Omnibus Appropriations for Environmental Sustainability, with an appropriate offset from the authorization of Facilities and Equipment through FY 2023. Defeated: 2–7

Majority Members	Vote	Minority Members	Vote
Mr. Cole	Nay	Mr. McGovern	Yea
Mr. Woodall		Mr. Hastings of Florida	
Mr. Burgess	Nay	Mr. Polis	Yea
Mr. Collins		Ms. Torres	
Mr. Byrne	Nay		
Mr. Newhouse	Nay		
Mr. Buck	Nay		
Ms. Cheney	Nay		
Mr. Sessions, Chairman	Nay		

Rules Committee record vote No. 201

Motion by Mr. McGovern to make in order and provide the appropriate waivers to amendment #82, offered by Rep. Lynch (MA) and Rep. Moulton (MA), which stops unnecessary national security risks posed by the use of anonymous and opaque ownership of aircraft registered with Federal Aviation Administration (FAA) by requiring beneficial ownership reporting for FAA aircraft registration Defeated: 2–7

Majority Members	Vote	Minority Members	Vote
Mr. Cole	Nay	Mr. McGovern	Yea
Mr. Woodall		Mr. Hastings of Florida	
Mr. Burgess	Nay	Mr. Polis	Yea
Mr. Collins		Ms. Torres	
Mr. Byrne	Nay		
Mr. Newhouse	Nay		
Mr. Buck	Nay		
Ms. Cheney	Nay		
Mr. Sessions, Chairman	Nay		

Rules Committee record vote No. 202

Motion by Mr. McGovern to make in order and provide the appropriate waivers to amendment #101, offered by Rep. Brownley (CA), which transfers a small parcel of surplus DHS property to Ventura County, California for airport purposes. Defeated: 2–7

Majority Members	Vote	Minority Members	Vote
Mr. Cole	Nay	Mr. McGovern	Yea
Mr. Woodall		Mr. Hastings of Florida	
Mr. Burgess	Nay	Mr. Polis	Yea
Mr. Collins		Ms. Torres	
Mr. Byrne	Nay		
Mr. Newhouse	Nay		
Mr. Buck	Nay		

Majority Members	Vote	Minority Members	Vote
Ms. Cheney	Nay		
Mr. Sessions, Chairman	Nay		

Rules Committee record vote No. 203

Motion by Mr. Polis to make in order and provide the appropriate waivers to amendment #148, offered by Rep. Polis (CO) and Rep. Speier (CA) and Rep. Norton (DC) and Rep. Bass (CA), which authorizes General Aviation airports to restrict the number and type of aircraft operations for compensation or hire occurring at the airport, including flights originating or landing at the airport, and the dates and times of such operations. Defeated: 2–7

Majority Members	Vote	Minority Members	Vote
Mr. Cole	Nay	Mr. McGovern	Yea
Mr. Woodall		Mr. Hastings of Florida	
Mr. Burgess	Nay	Mr. Polis	Yea
Mr. Collins		Ms. Torres	
Mr. Byrne	Nay		
Mr. Newhouse	Nay		
Mr. Buck	Nay		
Ms. Cheney	Nay		
Mr. Sessions, Chairman	Nay		

Rules Committee record vote No. 204

Motion by Mr. Polis to make in order and provide the appropriate waivers to amendment #90, offered by Rep. Polis (CO), which adds the Lasting Improvements to Family Travel (LIFT) Act to H.R.4. Defeated: 3–7

Majority Members	Vote	Minority Members	Vote
Mr. Cole	Nay	Mr. McGovern	Yea
Mr. Woodall		Mr. Hastings of Florida	
Mr. Burgess	Nay	Mr. Polis	Yea
Mr. Collins		Ms. Torres	Yea
Mr. Byrne	Nay		
Mr. Newhouse	Nay		
Mr. Buck	Nay		
Ms. Cheney	Nay		
Mr. Sessions, Chairman	Nay		

Rules Committee record vote No. 205

Motion by Rep. Torres to make in order and provide the appropriate waivers to amendment #217, offered by Rep. Boyle (PA) and Rep. Pocan (WI) and Rep. Garamendi (CA) and Rep. Shea-Porter (NH) and Rep. Lynch (MA), which extends current Buy America requirements for FAA procurement from 60 percent under current law to 100 percent by 2026. Defeated: 3–7

Majority Members	Vote	Minority Members	Vote
Mr. Cole	Nay	Mr. McGovern	Yea
Mr. Woodall		Mr. Hastings of Florida	
Mr. Burgess	Nay	Mr. Polis	Yea
Mr. Collins		Ms. Torres	Yea
Mr. Byrne	Nay		
Mr. Newhouse	Nay		
Mr. Buck	Nay		
Ms. Cheney	Nay		

Majority Members	Vote	Minority Members	Vote
Mr. Sessions, Chairman	Nay		

Rules Committee record vote No. 206

Motion by Mr. Cole to report the rule. Adopted: 7–3

Majority Members	Vote	Minority Members	Vote
Mr. Cole	Yea	Mr. McGovern	Nay
Mr. Woodall		Mr. Hastings of Florida	
Mr. Burgess	Yea	Mr. Polis	Nay
Mr. Collins		Ms. Torres	Nay
Mr. Byrne	Yea		
Mr. Newhouse	Yea		
Mr. Buck	Yea		
Ms. Cheney	Yea		
Mr. Sessions, Chairman	Yea		

SUMMARY OF THE AMENDMENTS TO H.R. 4 IN PART A MADE IN ORDER

1. Shuster (PA): Improves aviation safety by addressing issues such as airline engines, air ambulances, certification processes, and airspace operations. Adjusts FAA authorization levels to conform with updated CBO baseline for FY 2018. Makes counter-UAS systems AIP eligible. Continues the contract weather observer program and requires the Secretary to define the roles and responsibilities of the FAA Tech Center. Reforms and provides transparency to FAA organization and programs. Addresses consumer concerns, including sexual misconduct on flights, treatment of passengers with disabilities, and harmonization of service animal standards. Improves the Airport Investment Partnership Program. (10 minutes)

2. Lewis, John (GA): Allows AIP and PFC funds to purchase generators in passenger areas of the airport, to separate backup power supplies from main power supplies, and for similar projects. (10 minutes)

3. Soto (FL): Requires sinks or sanitizing equipment to be provided in any Mothers' Rooms at airports. (10 minutes)

4. Watson Coleman (NJ): Requires medium or large hub airports to maintain baby changing tables in one men's and one women's restroom in each passenger terminal building. (10 minutes)

5. McMorris Rodgers (WA): Exempts Airports with more than 25,000 passenger enplanements in calendar year 2014 from any cost-share requirements under the contract tower program. (10 minutes)

6. Westerman (AR), Lipinski (IL): Clarifies the application of Qualifications-Based Selection procedures on airport projects. (10 minutes)

7. Krishnamoorthi (IL), Torres (CA), Roskam (IL), Bass (CA): Adds "economic impacts" to the study on the effects of airport noise on communities near busy airports." (10 minutes)

8. Jayapal (WA): Adds the city of Seattle to the list of communities to be studied on the potential health impacts of overflight noise. (10 minutes)

9. Lipinski (IL): Adds contract tower construction as an eligible activity under 49 USC 47116, the AIP small airport fund. (10 minutes)

10. Smith, Adrian (NE), Cheney (WY): Extends small airport regulatory relief for Fiscal Years 2018, 2019, and 2020. (10 minutes)

11. Torres (CA): Amends section 158, the Environmental Mitigation Pilot Program, to allow DOD to provide additional funding for mitigation projects on sites previously managed by DOD. (10 minutes)

12. Lieu (CA), Bass (CA): Requires a report from the Secretary of Transportation and the National Research Council on aviation gasoline that assesses non-leaded fuel alternatives to the aviation gasoline used by piston-powered general aviation aircraft. (10 minutes)

13. Roskam (IL), Speier (CA): Directs the FAA Administrator to study the relationship between jet aircraft approach and takeoff speeds and corresponding noise impacts on communities surrounding airports. Requires the FAA Administrator to submit the results of the study in a report to Congress. (10 minutes)

14. Meng (NY), Khanna (CA), Bass (CA), Suozzi (NY): Permits the Secretary to carry out an aircraft noise, emission, and fuel burn reduction research and development program (CLEEN II). (10 minutes)

15. Bass (CA), Lieu (CA): Requires a Report to Congress on the status of Terminal Sequencing and Spacing (TSAS) implementation across all completed NextGen Metroplexes with specific information provided by airline regarding the adoption and equipping of aircraft and the training of pilots in its use. (10 minutes)

16. Speier (CA), Bass (CA), Beyer (VA), Meng (NY), Norton (DC), Chu (CA), Quigley (IL): Requires a GAO report studying: (1) while maintaining safety as the top priority, whether air traffic controllers and airspace designers are trained on noise and health impact mitigation in addition to efficiency; and (2) the prevalence of vectoring flights due to over-crowded departure and arrival paths, and alternatives to this practice. (10 minutes)

17. Denham (CA), Costa (CA): Harmonizes the statute of limitations for Section 1309 of P.L. 114–94 with other Department of Transportation projects. (10 minutes)

18. McSally (AZ): Adds a representative to the Safety Oversight and Certification Advisory Committee for airport owners and operators. (10 minutes)

19. Kildee (MI), Boyle (PA): Requires the FAA to allow airports to use non-fluorinated chemicals in firefighting foam as long as it abides by the National Fire Protection Association's standards. (10 minutes)

20. Estes, Ron (KS), Lewis, Jason (MN), Ferguson (GA): Expands the scope of the FAA Task Force on Flight Standards Reform to address issues involving flight standards offices and aircraft original equipment manufacturers. (10 minutes)

21. Soto (FL): Requires the Administrator to also consider the potential emergency medical needs of pregnant women when evaluating the minimum contents of approved medical kits—currently the bill only specifies the consideration of children's emergency medical needs. (10 minutes)

22. Keating (MA), Ryan, Tim (OH): Directs FAA to lead efforts to publish guidance for improving workforce readiness, and directs GAO to include in their report recommendations for strengthening and developing aviation workforce training programs. (10 minutes)

23. Long (MO): Directs the FAA Administrator to review the current safety procedures regarding unoccupied exit rows on commercial aircraft. (10 minutes)

24. Crist (FL): Commissions a GAO study on whether or not FAA "Compliance Philosophy"—favoring communication over enforcement—is effective. (10 minutes)

25. Sanford (SC), Davis, Rodney (IL): Clarifies and tightens the 336 modelers exemption to ensure that those utilizing the exemption are following an appropriate course of safety, and allows the FAA to create rules for recreational UAS. (10 minutes)

26. DeFazio (OR): Modifies existing prohibition in regard to FAA issuing any regulation on model aircraft flown for hobby/recreational purposes and provides FAA flexibility to collaborate with industry to update operational parameters needed for unmanned aircraft flown for hobby/recreational purposes, to mitigate risks to aviation safety and national security. (10 minutes)

27. Hanabusa (HI), Gabbard (HI), Hartzler (MO): Ensures the role of state and local government is considered during an emergency situation where an unmanned aircraft system may pose a threat to public safety. (10 minutes)

28. Lewis, Jason (MN): Codifies the Department of Transportation's Unmanned Aircraft Systems Integration Pilot Program. (10 minutes)

29. Schiff (CA), Bass (CA): Directs FAA to establish a program to utilize available remote detection and identification technologies for safety oversight, including enforcement actions against operators of unmanned aircraft systems that are not in compliance with applicable Federal aviation laws, including regulations. Requires annual reporting by FAA to Congress to report the number of drones entering restricted airspace, the number of enforcement cases brought by FAA or other agencies, and recommendations by FAA for detection and mitigation systems. (10 minutes)

30. Grothman (WI): Requires the Administrator of the Federal Aviation Administration to issue regulations necessary to authorize the use of certain actively tethered public unmanned aircraft systems by government public safety agencies without any requirement to obtain a certification of waiver, certificate of authorization, or other approval by the Federal Aviation Administration. (10 minutes)

31. Cramer, Kevin (ND): Requires the FAA, NTIA and the FCC to submit to Congress a report on whether UAS operations should be permitted to operate on spectrum designated for aviation use. The report would also include recommendations of other spectrum frequencies (such as LTE) that may be appropriate for flying UAS. (10 minutes)

32. LoBiondo (NJ), Larsen, Rick (WA): Requires the FAA to review interagency coordination and standards for the authorized federal use of C–UAS systems. (10 minutes)

33. Davis, Susan (CA): Directs the FAA to partner with non-governmental organizations, state, and local agencies to prevent recreational unmanned aircrafts from interfering with the efforts of emergency responders. (10 minutes)

34. Sanford (SC), Mitchell (MI), Lipinski (IL), Brownley (CA): Aligns the FAA's critical programs supporting UAS integration and the development of commercial UTM. (10 minutes)

35. Cicilline (RI): Requires air carriers to outline rebooking options, refunds, meals, and lodging to the public in instances where a costumer's flight is diverted. (10 minutes)

36. Cárdenas, Tony (CA): Requires a study on the impact of overbooking policies of air carriers on the US economy, including effects on cost to passengers. (10 minutes)

37. Meng (NY): Requires GAO to submit a report to Congress reviewing airlines' training policies for employees and contractors regarding racial, ethnic, and religious nondiscrimination, and requires the Secretary of Transportation to develop and disseminate best practices based upon the findings of the report. (10 minutes)

38. Bonamici (OR), Shea-Porter (NH): Creates the position of Aviation Consumer Advocate at the FAA. The Aviation Consumer Advocate would assist consumers in resolving complaints with air carriers, recommend actions the FAA could take to improve enforcement of consumer protection rules, and recommend policies to more effectively resolve complaints. (10 minutes)

39. Langevin (RI): Ensures passengers with disabilities receive timely and effective assistance at the airport and on the aircraft. Personnel providing physical assistance to passengers with disabilities may be required to receive hands on training to perform assistance and use any needed equipment. (10 minutes)

40. O'Halleran (AZ), Young, Don (AK): Requires the Comptroller General to include in its report an analysis of the impact of any option for EAS reform on local communities with airports receiving EAS funding. (10 minutes)

41. Higgins, Clay (LA): Requires the Administrator of the FAA to initiate a pilot program to permit the operator of a State 2 airplane to operate that airplane in non-revenue service into medium hub airports or non-hub airports if certain parameters are met. (10 minutes)

42. DeFazio (OR): Repeals a prohibition on U.S. regulation of air transportation of flammable lithium batteries unless there has been an accident. Restores the DOT's authority to regulate lithium batteries beyond international baselines, without waiting for an accident to occur. (10 minutes)

43. Espaillat (NY): States that not later than 1 year after the date of enactment of this Act, the Comptroller General of the United States shall conduct a study that examines the ground transportation options at the Nation's 10 busiest airports in order to understand the impact of new and emerging transportation options for travelers to get into and out of airports, including the fees charged to ground transportation providers for airport access. (10 minutes)

44. Cuellar (TX), Hurd (TX), Peters, Scott (CA), Doggett (TX), Castro (TX), Gonzalez, Vicente (TX), Smith, Lamar (TX): Allows slot swaps for air carriers at DCA. (10 minutes)

45. Sanford (SC): Requires the GAO to study airport finances under § 47107(b)(2) of title 49, United States code. (10 minutes)

46. Cohen (TN), Woodall (GA), Shea-Porter (NH): Alleviates delays in compliance with existing federal regulations to vet prospective pilots, by enabling 3rd party access to the National Driver Register. (10 minutes)

47. Burgess (TX), Johnson, Hank (GA): Establishes prohibitions to prevent the use of unmanned aircraft systems as a weapon while operating in the national airspace. (10 minutes)

48. Fleischmann (TN): States that the Administrator of the Federal Aviation Administration will encourage the use of durable, resilient, and sustainable materials, including the use of geosynthetic materials and other innovative technologies in carrying out the activities of the Federal Aviation Administration. (10 minutes)

49. Perlmutter (CO), Polis (CO): Implements recommendations from the FAA's Rotorcraft Occupant Protection Working Group to require all newly manufactured helicopters to meet certain standards to improve helicopter fuel system crash resistance within 18 months. (10 minutes)

50. Meng (NY): Requires the Secretary to issue a rule creating designated areas at airports at which pets and service animals travelling with their owners may relieve themselves. (10 minutes)

51. Mitchell (MI): Establishes a pilot program with specified parameters for aircraft with certain NextGen avionics to have limited preferential access to certain airports designated by the Administrator of the Federal Aviation Administration. The pilot program has a sunset and a reporting requirement. (10 minutes)

52. Mitchell (MI): Requires the Inspector General of the Department of Transportation to study the potential impacts of a significantly delayed, significantly diminished, or completely failed delivery of the Next Generation Air Transportation System modernization initiative by the Federal Aviation Administration, including impacts to the air traffic control system and the national airspace system as a whole. (10 minutes)

53. Crawford (AR): Allows the Federal Motor Carrier Safety Administration to enter into the normal rulemaking process, without the requirement for an Advanced Notice of Proposed Rulemaking. This will allow the Agency to address needed Hours of Service changes requested by organizations and private individuals which have been highlighted by government mandated electronic logging devices. (10 minutes)

54. DeGette (CO), Simpson (ID): Limits FAA regulation of non-federally sponsored property to facilitate airports' ability to generate non-aeronautical revenue. (10 minutes)

55. Banks (IN): Designates the main hangar at Smith Field in Fort Wayne, Indiana, as the National Airmail Museum, as the United States Postal Service began commercial airmail service at Smith Field in 1930. (10 minutes)

56. Sinema (AZ), Tipton (CO): Directs the Administrator of the FAA to conduct a review of the effectiveness, safety, and consistency of its approval process for air tankers used for wildland firefighting, with the goal of developing standardized next-generation requirements for air tankers. Requires an FAA report to Congress describing the outcome of its review. (10 minutes)

57. Biggs (AZ): Ensures the Secretary of Transportation must publicize for comment a cost-benefit analysis before implementing the additional baggage reporting requirements of 14 CFR 234.6. (10 minutes)

58. Esty (CT), Titus (NV), Katko (NY), Walorski (IN), Stefanik (NY), Bustos (IL), Smith, Adam (WA), Walters, Mimi (CA), Valadao (CA), Comstock (VA), Johnson, Eddie Bernice (TX), Davis, Rodney

(IL), Meng (NY), Denham (CA): Directs the Administrator of the Federal Aviation Administration to create and facilitate the Women in Aviation Advisory Board. The Board would promote organizations and programs that provide education, training, mentorship, outreach, and recruitment of women into the aviation industry. (10 minutes)

59. Graves (MO): Creates A GAO study on the use of proprietary exclusive rights by airports. (10 minutes)

60. Rohrabacher (CA), Bass (CA): Ensures that aircraft transitioning from flight over ocean to flight over land fly at safe altitude and no lower than specific flight operations require. (10 minutes)

61. Kilmer (WA): Requires the FAA to consider the emergency preparedness needs of a community served by an airport when evaluating that airport's master plan under the Airport Improvement Program. (10 minutes)

62. Panetta (CA), Crowley (NY), Meng (NY), Norton (DC), Quigley (IL), Schakowsky (IL), Smith, Adam (WA), Suozzi (NY), Bass (CA), Peters, Scott (CA), Raskin (MD), Eshoo (CA), Chu (CA), Rice, Kathleen (NY), Khanna (CA), Speier (CA): Directs the Administrator of the Federal Aviation Administration to evaluate alternative metrics to the current average day night level standard, such as the use of actual noise sampling and other methods, to address community airplane noise concerns and provide a report to Congress. (10 minutes)

63. King, Steve (IA): Ensures that none of the funds authorized by the Act are used to implement, administer, or enforce the prevailing wage requirements of the antiquated Davis-Bacon Act. (10 minutes)

64. Hill (AR): Requires the FAA to report on the status of the LIT VORTAC Agreement. (10 minutes)

65. Lowey (NY): Requires the FAA to study and submit a report on the prevalence of allergic reactions on board flights, the reporting of reactions on flights, and the frequency of first aid inventory checks. (10 minutes)

66. Fortenberry (NE): Allows Airport Improvement Program funds to be used to construct storage facilities to shelter snow removal, aircraft rescue, and firefighting equipment meeting certain conditions regardless of whether federal funding was used to acquire the equipment. (10 minutes)

67. Beyer (VA), Norton (DC), Raskin (MD): Requires the FAA to review and revise helicopter flight paths for all helicopters, including military helicopters, flying in the National Capital Region—identifying and issuing new official paths if helicopters are able to fly at higher altitudes. (10 minutes)

68. Smith, Adrian (NE), Cheney (WY): Directs the Comptroller General to assess the current state of the aviation workforce, barriers to entry to the aviation workforce, and options to increase the future supply of individuals in the aviation workforce. (10 minutes)

69. Suozzi (NY), Bass (CA), Quigley (IL): Asks for a report on airline and passenger safety pertaining to aging commercial aircraft: the average age of commercial aircraft owned and operated by United States carriers, overall use of planes, including average lifetime of commercial aircraft, the number of hours the aircraft are in flight, and the impact of metal fatigue on aircraft safety, review

on contractor assisted maintenance of commercial aircraft and re-evaluation of the rules on inspection of aging airplanes. (10 minutes)

70. Waters (CA): Requires the FAA to issue a report on diversions of aircraft from Los Angeles International Airport (LAX) to Hawthorne Municipal Airport. (10 minutes)

71. Pearce (NM): Makes a technical correction to the Military Airport Program (MAP) to ensure MAP benefits are available to all former installations, as was the original intent of the enacting law. (10 minutes)

72. Fleischmann (TN): States if the Secretary determines that safety is not affected, highway specifications of a State may be used for airfield pavement construction and improvement at nonprimary airports with aircraft under 60,000 pounds. (10 minutes)

73. Takano (CA): Provides a sense of Congress that the Administrator of the FAA and Secretary should produce a smart airports initiative plan that focuses on creating a more connected and consumer-friendly airport experience. (10 minutes)

74. Speier (CA): Directs the FAA Administrator to review and evaluated the design and effectiveness of commercial airline oxygen masks, and determine whether changes to the design could increase correct passenger usage. (10 minutes)

75. Lewis, Jason (MN): Clarifies that MPOs established prior to December 18, 1991 should also have local elected officials on their governing boards. (10 minutes)

76. Gibbs (OH), Beatty, (OH): Amends age adjustment for Part 135 and Part 91 that perform at least 150,000 turbojet operations. (10 minutes)

77. Hastings, Alcee (FL): Requires the FAA to study and submit to Congress a report on technologies developed by international entities that have been installed in American airports and aviation systems, and aviation safety technology implemented by international entities that may assist in improving American aviation operations and safety. (10 minutes)

78. Lipinski (IL): Directs a DOT rulemaking to require airlines to interline and provide accommodations to passengers who are displaced due to events within an airline's control. (10 minutes)

79. Denham (CA), Cuellar (TX), Costa (CA): Clarifies the intent of the Federal Aviation Administration Authorization Act of 1994 for motor carrier meal and rest regulations. (10 minutes)

80. Denham (CA): Sets a one year deadline for FAA to issue a rulemaking in accordance with Section 2209 of the FAA Extension, Safety, and Security Act of 2016 to establish procedures for unauthorized UAV use over critical infrastructure. (10 minutes)

81. González-Colón (PR), Young, Don (AK): Requires a study/assessment and data collection of the air cargo traffic in the Caribbean region. (10 minutes)

82. Doggett (TX), Hurd (TX): Requires second-class medical certifications for operators of a commercial air balloon. (10 minutes)

83. Carter, Buddy (GA), Grothman (WI), Himes (CT): Requires federal agencies, in their cost-benefit analysis for acquisition of heavy equipment, to factor in renting as a viable alternative. (10 minutes)

84. Comstock (VA), Harris (MD), Dunn (FL), Crist (FL), Beyer (VA), Posey (FL), Brown (MD): Requires a study on possible fund-

ing options for a potential federal grant program for spaceport activities. Requires a report on a National Spaceports Policy which evaluates the national security and civil space launch demands; proposes policies designed to ensure a robust and resilient orbital and suborbital spaceport infrastructure; reviews the development and investments made by international competitors; and other aspects. Establishes an Office of Spaceports within the FAA to support, promote, and enable infrastructure improvements at FAA-licensed spaceports in the U.S. (10 minutes)

85. Lance (NJ), Frankel (FL): Requires the FAA to study the economic impact of TFRs on local airports and recommend ways to mitigate negative effects, including but not limited to, the potential of using security procedures to allow limited use of certain airports during a TFR. (10 minutes)

86. Jayapal (WA): Directs the FAA Administrator to conduct a study on the infrastructure needs of fast-growing airports. (10 minutes)

87. Lynch (MA), Meng (NY), Norton (DC), Bass (CA), Chu (CA), Quigley (IL), Khanna (CA), Raskin (MD): Directs the FAA Administrator to engage and cooperate with air carriers to identify and facilitate opportunities for air carriers to retrofit aircraft with devices that mitigate noise, including vortex generators. (10 minutes)

88. Meng (NY): Requires the FAA to develop global-scale probabilistic convection guidance capability so that aircraft can avoid encounters with convection that causes turbulence. (10 minutes)

89. Meng (NY), Khanna (CA), Bass (CA), Raskin (MD), Suozzi (NY): Requires the FAA to develop a 5-year aircraft noise research and mitigation strategy. (10 minutes)

90. Meng (NY), Norton (DC), Khanna (CA), Bass (CA), Raskin (MD), Suozzi (NY), Speier (CA): Requires the FAA within 1 year of enactment of the bill to complete the ongoing evaluation of alternative metrics to the current Day Night Level (DNL) 65 standard. (10 minutes)

91. Meadows (NC): Codifies a directive of President Clinton's 1993 Executive Order 12866, Section 1(b)(8), which stipulates that, whenever possible, any new standards promulgated by the FAA shall be performance-based standards providing an equal or higher level of safety. (10 minutes)

92. DeSaulnier (CA): Requires a review of the feasibility of expanding the use of systems capable of detecting wrong surface alignment. (10 minutes)

93. DeSaulnier (CA): Requires recommendations to ensure aviation safety in the event of power outages at airports. (10 minutes)

94. DeSaulnier (CA): Requires a review of the risks and benefits of equipping aircraft with runway awareness advisory systems. (10 minutes)

95. DeSaulnier (CA): Requires a progress report on improving the Aviation Safety Information Analysis and Sharing program. (10 minutes)

96. Zeldin (NY), Suozzi (NY), Meng (NY): Requires the FAA administrator to review the North Shore Helicopter Route to address the noise impact on affected communities, to improve altitude enforcement, and to assess alternatives including an all water route over the Atlantic Ocean. (10 minutes)

97. Lawrence (MI), Lipinski (IL): Requires the FAA Administrator to conduct a study on the diversity of the cybersecurity workforce of the FAA in order to develop recommendations to increase the size, quality and diversity of such workforce. (10 minutes)

98. Lawrence (MI), Lipinski (IL), Rosen (NV): Requires FAA to develop and transmit to Congress a report on cybersecurity and artificial intelligence standards plan for FAA operations. (10 minutes)

99. Cárdenas , Tony (CA), Rosen (NV): Expresses a sense of Congress that the aviation industry should hire more of the Nation's veterans. (10 minutes)

100. Lipinski (IL): Directs a GAO study to quantify the costs and burdens imposed by significant airline network disruptions. (10 minutes)

101. Moore, Gwen (WI): Authorizes FAA to take steps to improve compliance with the existing Department of Transportation Prompt Payment rule that requires subcontractors to be paid within a certain time period for satisfactory performance of their contracts. The amendment would also require the FAA to keep track of violations of this rule. (10 minutes)

102. Thompson, Mike (CA): Adds two categories to the Robert T. Stafford Disaster Relief and Emergency Assistance Act eligibility. (10 minutes)

103. Keating (MA), Murphy, Stephanie (FL): Requires Administrator of FEMA to develop a strategy to coordinate emergency response plans with state, tribal, and local governments, first responders, utility companies, and medical facilities. (10 minutes)

104. Graves, Garret (LA), Richmond (LA), Babin (TX), Abraham (LA), Higgins, Clay (LA), Green, Gene (TX), Crist (FL): Allows for an arbitration process for those disputing their eligibility for assistance, or repayment of assistance, following a disaster. (10 minutes)

105. Meadows (NC), Arrington (TX): Adds the Disaster Assistance Working Group of the Council of the Inspectors General on Integrity and Efficiency to the study conducted in SEC. 622. (10 minutes)

106. Blumenauer (OR): Authorizes FEMA to reimburse building code and floodplain managers for building inspections conducted on buildings damaged immediately after a natural disaster. (10 minutes)

107. Graves, Garret (LA), Richmond (LA), Babin (TX), Abraham (LA), Higgins, Clay (LA), Green, Gene (TX): Provides for reimbursement to state and local units of government for housing that produces cost-savings to comparable FEMA solutions. (10 minutes)

108. Graves, Garret (LA), Richmond (LA), Babin (TX), Abraham (LA), Higgins, Clay (LA), Green, Gene (TX), Crist (FL): Limits reductions in assistance for more than one building in a multi-structure educational, law enforcement, correctional, fire, or medical campus. (10 minutes)

109. Jackson Lee (TX): Provides for a GAO report 240 days following enactment on long-term recovery efforts following Hurricane Andrew, September 11, 2001, Hurricane Katrina, Hurricane Ike, and Hurricane Sandy to better inform the Congress when catastrophic events occur that may require long-term recovery planning. The report will define a federal disaster long-term recovery, the stages of a long-term recovery, and the competence and capacity of FEMA to manage 2 or more major disasters of the magnitude

exemplified—simultaneously. Further the GAO will report on lessons that may be applied to future long-term disaster recovery efforts. The GAO will report on what existing authority granted to FEMA to advise and make recommendations to the President regarding Presidential Disaster Declarations may be instructive regarding a Presidential long-term recovery disaster declaration. (10 minutes)

110. Babin (TX), Graves, Garret (LA), Richmond (LA), Garamendi (CA): Prevents FEMA from recouping disaster relief funds that were previously certified by a FEMA Technical Assistance Contractor (TAC) as eligible, reasonable and reimbursable. Requires confirmation of the TAC determination through an audit by the DHS Inspector General. (10 minutes)

111. Keating (MA), Murphy, Stephanie (FL): Requires Administrator of FEMA to provide training to state, local, and tribal governments, first responders, and facilities that store hazardous materials in the event of major disaster. (10 minutes)

112. McClintock (CA): Strikes Section 451 of H.R. 4, which authorizes the Essential Air Service. (10 minutes)

113. Cartwright (PA), Lance (NJ), Webster (FL), Sanford (SC), Meadows (NC): Creates an interagency council on extreme weather, resilience, preparedness, and risk identification and management. It will improve each agency's planning for extreme weather events, improve interagency coordination and planning, and help the federal government interface with state and local officials to develop regional plans to manage the risks associated with extreme weather events. (10 minutes)

114. Duncan (TN), Lewis, Jason (MN): Establishes a national standard for hiring motor carriers. (10 minutes)

115. Comstock (VA), Goodlatte (VA), Norton (DC), Mooney (WV), Beyer (VA), Brown (MD), Connolly (VA), Raskin (MD): Prohibits the Secretary of Transportation from expanding the perimeter, granting additional exemptions, or authorizing the transfer or exchange of existing exemptions with respect to flight operations at DCA. (10 minutes)

116. Comstock (VA), Larsen, Rick (WA), McMorris Rodgers (WA), Bass (CA): Strikes a provision in Section 703(b) of Title VII that proposes a contingency funding provision that would nullify the authorization for FAA's environmental R&D programs entirely should appropriators decline to appropriate full funding to certain other unrelated programs. (10 minutes)

SUMMARY OF THE AMENDMENT TO H.R. 3144 IN PART B CONSIDERED AS ADOPTED

1. Bishop, Rob (UT): Narrows bill to avoid inadvertent impact on Army Corps of Engineers operation, maintenance and capital improvement activities consistent with project authorizations.

PART A–TEXT OF AMENDMENTS TO H.R. 4 MADE IN ORDER

TEXT OF AMENDMENTS MADE IN ORDER

1. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SHUSTER OF PENNSYLVANIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 8, strike lines 19 through 22 and insert the following:

(b) AUTHORIZED EXPENDITURES.—Section 48101(c) of title 49, United States Code, is amended—

(1) in the subsection heading by striking "Automated Surface Observation System/Automated Weather Observing System Upgrade" and inserting "Authorized Expenditures"; and

(2) by striking "may be used for the implementation" and all that follows through the period at the end and inserting the following: "may be used for the following:

"(1) The implementation and use of upgrades to the current automated surface observation system/automated weather observing system, if the upgrade is successfully demonstrated.

"(2) The acquisition and construction of remote air traffic control towers (as defined in section 510 of the FAA Reauthorization Act of 2018).

"(3) The remediation and elimination of identified cybersecurity vulnerabilities in the air traffic control system.

"(4) The construction of facilities dedicated to improving the cybersecurity of the National Airspace System.

"(5) Systems associated with the Data Communications program.

"(6) The infrastructure, sustainment, and the elimination of the deferred maintenance backlog of air navigation facilities and other facilities for which the Federal Aviation Administration is responsible.

"(7) The modernization and digitization of the Civil Aviation Registry.

"(8) The construction of necessary Priority 1 National Airspace System facilities.

"(9) Cost-beneficial construction, rehabilitation, or retrofitting programs designed to reduce Federal Aviation Administration facility operating costs.".

Page 8, line 13, strike "$2,920,000,000" and insert "$3,330,000,000".

Page 8, line 14, strike "$2,984,000,000" and insert "$3,398,000,000".

Page 8, line 15, strike "$3,049,000,000" and insert "$3,469,000,000".

Page 8, line 16, strike "$3,118,000,000" and insert "$3,547,000,000".

Page 8, line 17, strike "$3,190,000,000" and insert "$3,624,000,000".

Page 8, line 18, strike "$3,263,000,000" and insert "$3,701,000,000".

Page 9, line 5, strike "$10,231,000,000" and insert "$10,247,000,000".

Page 9, line 6, strike "$10,434,000,000" and insert "$10,486,000,000".

Page 9, line 7, strike "$10,639,000,000" and insert "$10,732,000,000".

Page 9, line 8, strike "$10,861,000,000" and insert "$11,000,000,000".

Page 9, line 10, strike "$11,095,000,000" and insert "$11,269,000,000".

Page 9, line 12, strike "$11,329,000,000" and insert "$11,537,000,000".

Page 9, after line 13, insert the following:

(b) AUTHORIZED EXPENDITURES.—Section 106(k)(2) of title 49, United States Code, is amended by adding at the end the following:

"(D) Not more than the following amounts for commercial space transportation activities:

"(i) $22,587,000 for fiscal year 2018.

"(ii) $33,038,000 for fiscal year 2019.

"(iii) $43,500,000 for fiscal year 2020.

"(iv) $54,970,000 for fiscal year 2021.

"(v) $64,449,000 for fiscal year 2022.

"(vi) $75,938,000 for fiscal year 2023.".

Page 9, line 14, strike "(b)" and insert "(c)".

At the end of subtitle C of title I, add the following:

SEC. 1___. SUPPLEMENTAL DISCRETIONARY FUNDS.

Section 47115 of title 49, United States Code, is further amended by adding at the end the following:

"(j) SUPPLEMENTAL DISCRETIONARY FUNDS.—

"(1) IN GENERAL.—The Secretary shall establish a program to provide grants, subject to the conditions of this subsection, for any purpose for which amounts are made available under section 48103 that the Secretary considers most appropriate to carry out this subchapter.

"(2) TREATMENT OF GRANTS.—

"(A) IN GENERAL.—A grant made under this subsection shall be treated as having been made pursuant to the Secretary's authority under section 47104(a) and from the Secretary's discretionary fund under subsection (a) of this section.

"(B) EXCEPTION.—Except as otherwise provided in this subsection, grants made under this subsection shall not be subject to subsection (c), section 47117(e), or any other apportionment formula, special apportionment category, or minimum percentage set forth in this chapter.

"(3) ELIGIBILITY.—The Secretary may provide grants under this subsection only for projects—

"(A) at a nonprimary airport that—

"(i) is classified as a regional, local, or basic airport, as determined using the Department of Transportation's most recently published classification; and

"(ii) is not located within a Metropolitan Statistical Area (as defined by the Office of Management and Budget);

"(B) at a nonhub, small hub, or medium hub airport; or

"(C) at an airport receiving an exemption under section 47134.

"(4) FEDERAL SHARE.—

"(A) IN GENERAL.—Except as provided in subparagraph (B), the Government's share of allowable project costs under this subsection is 80 percent.

"(B) SUBMISSION.—In applying for a grant under this subsection, an airport sponsor that proposes a lower Government share of allowable project costs than the share specified in subparagraph (A) shall receive priority commensurate with the reduction in such share. Projects shall receive equal priority consideration if such project—

"(i) has a proposed Government cost share of 50 percent or less; or

"(ii) is at an airport receiving an exemption under section 47134.

"(5) AUTHORIZATION.—

"(A) IN GENERAL.—There is authorized to be appropriated to the Secretary to carry out this subsection the following amounts:

"(i) $1,020,000,000 for fiscal year 2019.

"(ii) $1,041,000,000 for fiscal year 2020.

"(iii) $1,064,000,000 for fiscal year 2021.

"(iv) $1,087,000,000 for fiscal year 2022.

"(v) $1,110,000,000 for fiscal year 2023.

"(B) AVAILABILITY.—Sums authorized to be appropriated under subparagraph (A) shall remain available for 2 fiscal years.".

SEC. 1___. SAFETY EQUIPMENT.

Section 47102(3)(B)(ii) of title 49, United States Code, is amended by striking "and emergency call boxes," and inserting "emergency call boxes, and counter-UAS systems (as defined in section 40102),".

Page 100, strike line 17 and all that follows through page 103, line 19.

At the end of subtitle A of title III, add the following:

SEC. 3___. FAA AND NTSB REVIEW OF GENERAL AVIATION SAFETY.

(a) STUDY REQUIRED.—Not later than 30 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration, in coordination with the Chairman of the National Transportation Safety Board, shall initiate a study of general aviation safety.

(b) STUDY CONTENTS.—The study required under subsection (a) shall include—

(1) a review of all general aviation accidents since 2000, including a review of—

(A) the number of such accidents;

(B) the number of injuries and fatalities, including with respect to both occupants of aircraft and individuals on the ground, as a result of such accidents;

(C) the number of such accidents investigated by the National Transportation Safety Board;

(D) the number of such accidents investigated by the Federal Aviation Administration; and

(E) a summary of the factual findings and probable cause determinations with respect to such accidents;

(2) an assessment of the most common probable cause determinations issued for general aviation accidents since 2000;

(3) an assessment of the most common facts analyzed by the Federal Aviation Administration and the National Transportation Safety Board in the course of investigations of general aviation accidents since 2000, including operational details;

(4) a review of the safety recommendations of the National Transportation Safety Board related to general aviation accidents since 2000;

(5) an assessment of the responses of the Federal Aviation Administration and the general aviation community to the safety recommendations of the National Transportation Safety Board related to general aviation accidents since 2000;

(6) an assessment of the most common general aviation safety issues;

(7) a review of the total costs to the Federal Government to conduct investigations of general aviation accidents over the last 10 years; and

(8) other matters the Administrator or the Chairman considers appropriate.

(c) RECOMMENDATIONS AND ACTIONS TO ADDRESS GENERAL AVIATION SAFETY.—Based on the results of the study required under subsection (a), the Administrator, in consultation with the Chairman, shall make such recommendations, including with respect to regulations and enforcement activities, as the Administrator considers necessary to—

(1) address general aviation safety issues identified under the study;

(2) protect persons and property on the ground; and

(3) improve the safety of general aviation operators in the United States.

(d) AUTHORITY.—Notwithstanding any other provision of law, the Administrator shall have the authority to undertake actions to address the recommendations made under subsection (c).

(e) REPORT.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study required under subsection (a), including the recommendations described in subsection (c).

(f) GENERAL AVIATION DEFINED.—In this section, the term "general aviation" means aircraft operation for personal, recreational, or other noncommercial purposes.

SEC. 3___. CALL TO ACTION AIRLINE ENGINE SAFETY REVIEW.

(a) CALL TO ACTION AIRLINE ENGINE SAFETY REVIEW.—Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall initiate a Call to Action safety review on airline engine safety in order to bring stakeholders together to share best practices and implement actions to address airline engine safety.

(b) CONTENTS.—The Call to Action safety review required pursuant to subsection (a) shall include—

(1) a review of Administration regulations, guidance, and directives related to airline engines during design and production, including the oversight of those processes;

(2) a review of Administration regulations, guidance, and directives related to airline engine operation and maintenance and the oversight of those processes;

(3) a review of reportable accidents and incidents involving airline engines during calendar years 2014 through 2018, including any identified contributing factors to the reportable accident or incident; and

(4) a process for stakeholders, including inspectors, manufacturers, maintenance providers, airlines, and aviation safety experts, to provide feedback and share best practices.

(c) REPORT AND RECOMMENDATIONS.—Not later than 90 days after the conclusion of the Call to Action safety review pursuant to subsection (a), the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the review and any recommendations for actions or best practices to improve airline engine safety.

SEC. 3___. SPECIAL RULE FOR CERTAIN AIRCRAFT OPERATIONS.

(a) IN GENERAL.—Chapter 447 of title 49, United States Code, as amended by this Act, is further amended by adding at the end the following:

"§ 44737. Special rule for certain aircraft operations

"(a) IN GENERAL.—The operator of an aircraft with a special airworthiness certificate in the experimental category may—

"(1) operate the aircraft for the purpose of conducting a commercial space transportation support flight; and

"(2) conduct such flight under such certificate carrying persons or property for compensation or hire notwithstanding any rule or term of a certificate issued by the Administrator of the Federal Aviation Administration that would prohibit flight for compensation or hire.

"(b) LIMITED APPLICABILITY.—Subsection (a) shall apply only to a commercial space transportation support flight that satisfies each of the following:

"(1) The aircraft conducting the commercial space transportation support flight—

"(A) takes flight and lands at a single site that is licensed for operation under chapter 509 of title 51; and

"(B) is used only to simulate space flight conditions in support of—

"(i) training for potential space flight participants or crew (as those terms are defined in chapter 509 of title 51); or

"(ii) the testing of hardware to be used in space flight.

"(2) The operator of the commercial space transportation support flight—

"(A) informs, in writing, any individual serving as crew of the aircraft that the United States Government has not certified the aircraft as safe for carrying crew or passengers prior to executing any contract or other arrangement to employ that individual (or, in the case of an individual already employed as of the date of enactment of this section, prior to any commercial space transportation support flight in which the individual will participate as crew);

"(B) prior to receiving any compensation for carrying any passengers on the aircraft—

"(i) informs, in writing, the passengers about the risks of the aircraft and commercial space transpor-

tation support flight, including the safety record for the operator's fleet of similar vehicle types and information sufficient to adequately describe the safety record for the vehicle type regardless of operator; and

"(ii) informs, in writing, any passenger that the United States Government has not certified the aircraft as safe for carrying crew or passengers;

"(C) provides any passenger an opportunity to ask questions orally to acquire a better understanding of the safety record of the aircraft and commercial space transportation support flight; and

"(D) obtains written informed consent from any individual serving as crew and all passengers of the commercial space transportation support flight that—

"(i) identifies the specific aircraft the consent covers;

"(ii) states that the individual understands the risk and that the presence of the individual on board the aircraft is voluntary; and

"(iii) is signed and dated by the individual.

"(3) When the aircraft is also a launch vehicle, reentry vehicle, or component of a launch or reentry vehicle, the operator of the aircraft holds a license or permit issued under chapter 509 of title 51 for that vehicle or vehicle component.

"(4) Any other requirements that the Administrator may prescribe to permit a commercial space transportation support flight under this section.

"(c) RULES OF CONSTRUCTION.—

"(1) Section 44711(a)(1) shall not apply to a person conducting a commercial space transportation support flight under this section only to the extent that a term of the experimental certificate under which the person is operating the aircraft prohibits the carriage of persons or property for compensation or hire.

"(2) Nothing in this section shall be construed to limit the authority of the Administrator to exempt a person from a regulatory prohibition on the carriage of persons or property for compensation or hire subject to terms and conditions other than those described in this section.".

(b) CLERICAL AMENDMENT.—The analysis for chapter 447 of title 49, United States Code, as amended by this Act, is further amended by adding at the end the following:

"44737. Special rule for certain aircraft operations.".

At the end of subtitle B of title III, add the following:

SEC. 3___. DEFINITIONS.

Section 40102(a) of title 49, United States Code, is amended by adding at the end the following:

"(48) 'counter-UAS system' means a system or device capable of lawfully and safely disabling, disrupting, or seizing control of an unmanned aircraft or unmanned aircraft system.

"(49) 'public unmanned aircraft system' means an unmanned aircraft system that meets the qualifications and conditions required for operation of a public aircraft.

"(50) 'small unmanned aircraft' means an unmanned aircraft weighing less than 55 pounds, including everything that is on board or otherwise attached to the aircraft.

"(51) 'unmanned aircraft' means an aircraft that is operated without the possibility of direct human intervention from within or on the aircraft.

"(52) 'unmanned aircraft system' means an unmanned aircraft and associated elements (including communication links and the components that control the unmanned aircraft) that are required for the pilot in command to operate safely and efficiently in the national airspace system.

"(53) 'UTM' means an unmanned aircraft traffic management system or service.".

Page 176, strike line 9 (and redesignate accordingly).

Page 176, after line 12, insert the following:

(3) 3 representatives, to be appointed by the Secretary, to represent the various segments of the air ambulance industry.

At the end of subtitle A of title IV, insert the following:

SEC. 4___. ENHANCED TRAINING OF FLIGHT ATTENDANTS.

Section 44734(a) of title 49, United States Code, is amended—

(1) in paragraph (3) by striking "and" at the end;

(2) in paragraph (4) by striking the period at the end and inserting "; and"; and

(3) by adding at the end the following:

"(5) dealing with allegations of sexual misconduct.".

SEC. 4___. ADDRESSING SEXUAL MISCONDUCT ON FLIGHTS.

(a) ESTABLISHMENT OF WORKING GROUP.—The Secretary of Transportation shall establish a sexual misconduct incident working group composed of aviation industry stakeholders, relevant Federal agencies, national organizations that specialize in providing services to victims of sexual misconduct, labor organizations that represent relevant aviation employees, and State and local law enforcement agencies.

(b) PURPOSE OF WORKING GROUP.—The purpose of the working group shall be to develop best practices for—

(1) addressing sexual misconduct on flights;

(2) airline employee training; and

(3) protocols for law enforcement notification.

(c) REPORT.—Not later than 1 year after the date of enactment of this Act, the working group shall submit a report describing the best practices developed pursuant to subsection (b) to the Secretary, the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate.

(d) SUNSET.—The working group established pursuant to subsection (a) shall terminate 60 days after the submission of the report pursuant to subsection (c).

At the end of subtitle B of title IV, insert the following:

SEC. 4___. AIRLINE PASSENGERS WITH DISABILITIES BILL OF RIGHTS.

(a) IN GENERAL.—Chapter 423 of title 49, United States Code, as amended by this Act, is further amended by adding at the end the following:

"§ 42305. Airline Passengers With Disabilities Bill of Rights

"(a) IN GENERAL.—The Secretary of Transportation shall develop a document, to be known as the 'Airline Passengers With Disabilities Bill of Rights', that describes in plain language—

"(1) the basic responsibilities of covered carriers, including their employees and contractors, under section 41705; and

"(2) the protections of air passengers with disabilities under section 41705.

"(b) CONTENT.—In developing the Bill of Rights, the Secretary shall include, at a minimum, plain language descriptions of responsibilities and protections provided in law related to—

"(1) the right of passengers with disabilities to be treated with dignity and respect;

"(2) the right of passengers with disabilities to receive timely assistance, if requested, from properly trained personnel of covered carriers and their contractors;

"(3) the right of passengers with disabilities to travel with and stow wheelchairs, mobility aids, and other assistive devices, including necessary medications and medical supplies;

"(4) the right of passengers with disabilities to receive seating accommodations, if requested, to accommodate a disability;

"(5) the right of passengers with disabilities to speak with a complaint resolution officer or to file a complaint with a covered carrier or the Department of Transportation; and

"(6) the right of passengers with disabilities to communications in an accessible format as required under Federal regulations.

"(c) RULE OF CONSTRUCTION.—The development of the Bill of Rights may not be construed as expanding or restricting the rights available to passengers with disabilities on the day before the date of enactment of this section pursuant to any statute or regulation.

"(d) CONSULTATIONS.—In developing the Bill of Rights, the Secretary shall consult with appropriate stakeholders, including disability organizations and covered carriers.

"(e) DISPLAY.—Each covered carrier shall include the Bill of Rights—

"(1) on a publicly available internet website of the covered carrier; and

"(2) in any pre-flight notification or communication provided to a passenger who alerts the covered carrier in advance of the need for accommodations relating to a disability.

"(f) TRAINING.—Covered carriers shall submit to the Secretary plans to ensure that their employees and contractors receive training on the responsibilities and protections described in the Bill of Rights. The Secretary shall review such plans to ensure the plans address the matters described in subsection (b).

"(g) DEFINITIONS.—In this section, the following definitions apply:

"(1) BILL OF RIGHTS.—The term 'Bill of Rights' means the 'Airline Passengers With Disabilities Bill of Rights' developed under subsection (a).

"(2) COVERED CARRIER.—The term 'covered carrier' means an air carrier or foreign air carrier, as those terms are defined in section 40102(a).".

(b) CLERICAL AMENDMENT.—The analysis for chapter 423 of title 49, United States Code, as amended by this Act, is further amended by adding at the end the following:

"42305. Airline Passengers With Disabilities Bill of Rights.".

SEC. 4___. CIVIL PENALTIES RELATING TO HARM TO PASSENGERS WITH DISABILITIES.

Section 46301(a) of title 49, United States Code, is further amended by adding at the end the following:

"(7) PENALTIES RELATING TO HARM TO PASSENGERS WITH DISABILITIES.—

"(A) PENALTY FOR BODILY HARM OR DAMAGE TO WHEELCHAIR OR OTHER MOBILITY AID.—The amount of a civil penalty assessed under this section for a violation of section 41705 may be increased above the otherwise applicable maximum amount under this section to an amount not to exceed 3 times the maximum civil penalty otherwise allowed if the violation involves—

"(i) injury to a passenger with a disability; or

"(ii) damage to the passenger's wheelchair or other mobility aid.

"(B) SEPARATE OFFENCES.—Notwithstanding paragraph (2), a separate violation of section 41705 occurs for each act of discrimination prohibited by that section.".

SEC. 4___. HARMONIZATION OF SERVICE ANIMAL STANDARDS.

(a) RULEMAKING.—The Secretary of Transportation shall conduct a rulemaking proceeding—

(1) to define the term "service animal" for purposes of air transportation; and

(2) to develop minimum standards for what is required for service and emotional support animals carried in aircraft cabins.

(b) CONSIDERATIONS.—In conducting the rulemaking under subsection (a), the Secretary shall consider, at a minimum—

(1) whether to align the definition of "service animal" with the definition of that term in regulations of the Department of Justice implementing the Americans with Disabilities Act of 1990 (Public Law 101–336);

(2) reasonable measures to ensure pets are not claimed as service animals, such as—

(A) whether to require photo identification for a service animal identifying the type of animal, the breed of animal, and the service the animal provides to the passenger;

(B) whether to require documentation indicating whether or not a service animal was trained by the owner or an approved training organization;

(C) whether to require, from a licensed physician, documentation indicating the mitigating task or tasks a service animal provides to its owner; and

(D) whether to allow a passenger to be accompanied by more than 1 service animal;

(3) reasonable measures to ensure the safety of all passengers, such as—

(A) whether to require health and vaccination records for a service animal; and

(B) whether to require third-party proof of behavioral training for a service animal;

(4) the impact additional requirements on service animals could have on access to air transportation for passengers with disabilities; and

(5) if impacts on access to air transportation for passengers with disabilities are found, ways to eliminate or mitigate those impacts.

(c) FINAL RULE.—Not later than 18 months after the date of enactment of this Act, the Secretary shall issue a final rule pursuant to the rulemaking conducted under this section.

Page 188, strike lines 1 through 15.

Page 188, beginning on line 21, strike "inserting" and all that follows through the period at the end and insert "inserting '$155,000,000 for fiscal year 2018, $158,000,000 for fiscal year 2019, $161,000,000 for fiscal year 2020, $165,000,000 for fiscal year 2021, $168,000,000 for fiscal year 2022, and $172,000,000 for fiscal year 2023'.".

Page 197, line 3, strike "Section" and insert the following:

(a) PURPOSE AND INPUT.—Section

Page 197, after line 17, insert the following:

(b) MILITARY OPERATIONS EXCLUSION.—Section 804 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 44501 note) is amended—

(1) by redesignating subsection (e) as subsection (f); and

(2) by inserting after subsection (d) the following:

"(e) MILITARY OPERATIONS EXCLUSION.—

"(1) IN GENERAL.—The Administrator may not realign or consolidate a combined TRACON and tower with radar facility of the FAA under this section if, in 2015, the total annual military operations at the facility comprised at least 40 percent of the total annual TRACON operations at the facility.

"(2) TRACON DEFINED.—In this subsection, the term 'TRACON' means terminal radar approach control.".

Page 230, strike lines 12 and 13 and insert the following: "United States Code, is amended by striking 'and' and all that follows through 'administrative' and inserting 'and administrative'.".

Page 243, line 20, strike "(48)" and insert "(54)".

Page 244, line 6, strike "44737" and insert "44738".

Page 244, in the matter following line 18, strike "44737" and insert "44738".

At the end of title V, add the following:

SEC. 5___. FAA EMPLOYEES IN GUAM.

(a) IN GENERAL.—The Secretary of Transportation shall enter into an agreement with the Secretary of Defense—

(1) to allow Federal Aviation Administration employees assigned to Guam, their spouses, and their dependent children access to Department of Defense hospitals located in Guam on a space available basis; and

(2) to provide for payments by the Federal Aviation Administration to the Department of Defense for the administrative costs associated with—

(A) enrolling Federal Aviation Administration employees assigned to Guam, their spouses, and their dependent children in any Department of Defense system necessary to allow access pursuant to paragraph (1); and

(B) billing an insurance company for any medical costs incurred as a result of Federal Aviation Administration employees, their spouses, or their dependent children accessing and receiving medical treatment or services at a Department of Defense hospital located in Guam.

(b) FUNDS SUBJECT TO APPROPRIATIONS.—Funds for payments by the Federal Aviation Administration described in subsection (a)(2) are subject to the availability of amounts specifically provided in advance for that purpose in appropriations Acts.

SEC. 5___. CLARIFICATION OF REQUIREMENTS FOR LIVING HISTORY FLIGHTS.

(a) IN GENERAL.—Notwithstanding any other law or regulation, in administering sections 61.113(c), 91.9, 91.315, 91.319(a)(1), 91.319(a)(2), 119.5(g), and 119.21(a) of title 14, Code of Federal Regulations (or any successor regulations), the Administrator of the Federal Aviation Administration shall allow an aircraft owner or operator to accept monetary or in-kind donations for a flight operated by a living history flight experience provider, if the aircraft owner or operator has—

(1) volunteered to provide such transportation; and

(2) notified any individual that will be on the flight, at the time of inquiry about the flight, that the flight operation is for charitable purposes and is not subject to the same requirements as a commercial flight.

(b) CONDITIONS TO ENSURE PUBLIC SAFETY.—The Administrator, consistent with current standards of the Administration for such operations, shall impose minimum standards with respect to training and flight hours for operations conducted by an owner or operator of an aircraft providing living history flight experience operations, including mandating that the pilot in command of such aircraft hold a commercial pilot certificate with instrument rating and be current and qualified with respect to all ratings or authorizations applicable to the specific aircraft being flown to ensure the safety of flight operations described in subsection (a).

(c) LIVING HISTORY FLIGHT EXPERIENCE PROVIDER DEFINED.—In this section, the term "living history flight experience provider" means an aircraft owner, aircraft operator, or organization that provides, arranges, or otherwise fosters living history flight experiences for the purpose of fulfilling its mission.

SEC. 5___. FAA ORGANIZATIONAL REFORM.

(a) CHIEF TECHNOLOGY OFFICER.—Section 106(s) of title 49, United States Code, is amended to read as follows:

"(s) CHIEF TECHNOLOGY OFFICER.—

"(1) IN GENERAL.—

"(A) APPOINTMENT.—There shall be a Chief Technology Officer appointed by the Chief Operating Officer, with the approval of the Secretary. The Chief Technology Officer shall report directly to the Chief Operating Officer and shall be subject to the authority of the Chief Operating Officer.

"(B) MINIMUM QUALIFICATIONS.—The Chief Technology Officer shall have—

"(i) at least 10 years experience in engineering management or another relevant technical management field; and

"(ii) knowledge of or experience in the aviation industry.

"(C) REMOVAL.—The Chief Technology Officer shall serve at the pleasure of the Chief Operating Officer.

"(D) RESTRICTION.—The Chief Technology Officer may not also be the Deputy Administrator.

"(2) RESPONSIBILITIES.—The responsibilities of the Chief Technology Officer shall include—

"(A) ensuring the proper operation, maintenance, and cybersecurity of technology systems relating to the air traffic control system across all program offices of the Administration;

"(B) coordinating the implementation, operation, maintenance, and cybersecurity of technology programs relating to the air traffic control system with the aerospace industry and other Federal agencies;

"(C) reviewing and providing advice to the Secretary, the Administrator, and the Chief Operating Officer on the Administration's budget, cost accounting system, and benefit-cost analyses with respect to technology programs relating to the air traffic control system;

"(D) consulting with the Administrator on the Capital Investment Plan of the Administration prior to its submission to Congress;

"(E) developing an annual air traffic control system technology operation and maintenance plan that is consistent with the annual performance targets established under paragraph (4); and

"(F) ensuring that the air traffic control system architecture remains, to the maximum extent practicable, flexible enough to incorporate future technological advances developed and directly procured by aircraft operators.

"(3) COMPENSATION.—

"(A) IN GENERAL.—The Chief Technology Officer shall be paid at an annual rate of basic pay to be determined by the Secretary, in consultation with the Chief Operating Officer. The annual rate may not exceed the annual compensation paid under section 102 of title 3. The Chief Technology Officer shall be subject to the postemployment provisions of section 207 of title 18 as if the position of Chief Technology Officer were described in section 207(c)(2)(A)(i) of that title.

"(B) BONUS.—In addition to the annual rate of basic pay authorized by subparagraph (A), the Chief Technology Officer may receive a bonus for any calendar year not to exceed 30 percent of the annual rate of basic pay, based upon the Secretary's evaluation of the Chief Technology Officer's performance in relation to the performance targets established under paragraph (4).

"(4) ANNUAL PERFORMANCE TARGETS.—

"(A) IN GENERAL.—The Administrator and the Chief Operating Officer, in consultation with the Chief Technology

Officer, shall establish measurable annual performance targets for the Chief Technology Officer in key operational areas.

"(B) REPORT.—The Administrator shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report describing the annual performance targets established under subparagraph (A).

"(5) ANNUAL PERFORMANCE REPORT.—The Chief Technology Officer shall prepare and transmit to the Secretary of Transportation, the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate an annual report containing—

"(A) detailed descriptions and metrics of how successful the Chief Technology Officer was in meeting the annual performance targets established under paragraph (4); and

"(B) other information as may be requested by the Administrator and the Chief Operating Officer.".

(b) CONFORMING AMENDMENTS.—

(1) Section 709(a)(3)(L) of the Vision 100–Century of Aviation Reauthorization Act (49 U.S.C. 40101 note) is amended by striking "Chief NextGen Officer" and inserting "Chief Technology Officer".

(2) Section 804(a)(4)(A) of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 44501 note) is amended by striking "Chief NextGen Officer" and inserting "Chief Technology Officer".

SEC. 5___. INTRA-AGENCY COORDINATION.

Not later than 120 days after the date of enactment of this Act, the Secretary of Transportation shall direct the Administrator of the Federal Aviation Administration and the Chief Operating Officer of the Air Traffic Organization to implement policies that—

(1) designate the Associate Administrator for Commercial Space Transportation as the primary liaison between the commercial space transportation industry and the Administration;

(2) recognize the necessity of, and set forth processes for, launch license and permit holder coordination with the Air Traffic Organization on matters including—

(A) the use of air navigation facilities;

(B) airspace safety; and

(C) planning of commercial space launch and launch support activities;

(3) designate a single point of contact within the Air Traffic Organization who is responsible for—

(A) maintaining letters of agreement between a launch license or permit holder and a Federal Aviation Administration facility;

(B) making such letters of agreement available to the Associate Administrator for Commercial Space Transportation;

(C) ensuring that a facility that has entered into such a letter of agreement is aware of and fulfills its responsibilities under the letter; and

(D) liaising between the Air Traffic Organization and the Associate Administrator for Commercial Space Transportation on any matter relating to such a letter of agreement; and

(4) require the Associate Administrator for Commercial Space Transportation to facilitate, upon the request of a launch license or permit holder—

(A) coordination between a launch license and permit holder and the Air Traffic Organization; and

(B) the negotiation of letters of agreement between a launch license or permit holder and a Federal Aviation Administration facility or the Air Traffic Organization.

SEC. 5___. FAA CIVIL AVIATION REGISTRY UPGRADE.

(a) IN GENERAL.—Not later than 3 years after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall complete covered upgrades of the Administration's Civil Aviation Registry (in this section referred to as the "Registry").

(b) COVERED UPGRADE DEFINED.—In this section, the term "covered upgrades" means—

(1) the digitization of nondigital Registry information, including paper documents, microfilm images, and photographs, from an analog or nondigital format to a digital format;

(2) the digitalization of Registry manual and paper-based processes, business operations, and functions by leveraging digital technologies and a broader use of digitized data;

(3) the implementation of systems allowing a member of the public to submit any information or form to the Registry and conduct any transaction with the Registry by electronic or other remote means; and

(4) allowing more efficient, broader, and remote access to the Registry.

(c) APPLICABILITY.—The requirements of subsection (a) shall apply to the entire Civil Aviation Registry, including the Aircraft Registration Branch and the Airmen Certification Branch.

(d) MANUAL SURCHARGE.—Chapter 453 of title 49, United States Code, is amended by adding at the end the following:

"§ 45306. Manual surcharge

"(a) IN GENERAL.—Not later 6 months after the date of enactment of the FAA Reauthorization Act of 2018, the Administrator shall impose and collect a surcharge on a Civil Aviation Registry transaction that—

"(1) is conducted in person at the Civil Aviation Registry;

"(2) could be conducted, as determined by the Administrator, with the same or greater level of efficiency by electronic or other remote means; and

"(3) is not related to research or other non-commercial activities.

"(b) MAXIMUM SURCHARGE.—A surcharge imposed and collected under subsection (a) shall not exceed twice the maximum fee the Administrator is authorized to charge for the registration of an aircraft, not used to provide air transportation, after the transfer of ownership under section 45302(b)(2).

"(c) CREDIT TO ACCOUNT AND AVAILABILITY.—Monies collected from a surcharge imposed under subsection (a) shall be treated as monies collected under section 45302 and subject to the terms and conditions set forth in section 45302(d).".

(e) REPORT.—Not later than 1 year after date of enactment of this Act, and annually thereafter until the covered upgrades required under subsection (a) are complete, the Administrator shall submit a report to the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate describing—

(1) the schedule for the covered upgrades to the Registry;

(2) the office responsible for the implementation of the such covered upgrades;

(3) the metrics being used to measure progress in implementing the covered upgrades; and

(4) the status of the covered upgrades as of the date of the report.

SEC. 5___. REGULATORY STREAMLINING.

Not later than 1 year after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall issue a final regulation revising section 121.333(c)(3) of title 14, Code of Federal Regulations, to apply only to flight altitudes above flight level 410.

SEC. 5___. ADMINISTRATIVE SERVICES FRANCHISE FUND.

(a) IN GENERAL.—Not later than 30 days after the date of enactment of this section, the inspector general of the Department of Transportation shall initiate an audit of the Administrative Services Franchise Fund of the FAA (in this section referred to as the "Franchise Fund").

(b) CONSIDERATIONS.—In conducting the audit pursuant to subsection (a), the inspector general shall—

(1) review the history, intended purpose, and objectives of the Franchise Fund;

(2) describe and assess each program, service, or activity that uses the Franchise Fund, including—

(A) the agencies or government bodies that use each program, service, or activity;

(B) the number of employees, including full-time equivalents and contractors, associated with each program, service, or activity;

(C) the costs associated with the employees described in subparagraph (B) and the extent to which such costs are covered by Federal appropriations or Franchise Fund revenue;

(D) the revenue, expenses, and profits or losses associated with each program, service, or activity;

(E) overhead rates associated with each program, service, or activity; and

(F) a breakdown of the revenue collected from services provided to the FAA, Department of Transportation, other Federal entities, and non-Federal entities;

(3) assess the FAA's governance and oversight of the Franchise Fund and the programs, service, and activities that use

the Franchise Fund, including the use of internal and publicly available performance metrics;

(4) evaluate the current and historical unobligated and unexpended balances of the Franchise Fund; and

(5) assess the degree to which FAA policies and controls associated with the Franchise Fund conform with generally accepted accounting principles, Federal policies, best practices, or other guidance relating to revolving funds.

(c) REPORT.—Not later than 180 days after the date of initiation of the audit described in subsection (a), the Inspector General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the audit, including findings and recommendations.

(d) DEFINITION.—In this section, the term "FAA" means the Federal Aviation Administration.

SEC. 5___. REPORT ON AIR TRAFFIC CONTROL MODERNIZATION.

(a) FAA REPORT.—Not later than 180 days after the date of enactment of this Act, the Chief Operating Officer of the Federal Aviation Administration shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report describing the multiyear effort of the Administration to modernize the air transportation system (in this section referred to as the "modernization effort"), including—

(1) the number of years that the modernization effort has been underway as of the date of the report;

(2) the total amount of money expended on the modernization effort as of the date of the report (including a description of how that amount was calculated);

(3) the net present value of the benefits reported from aircraft operators resulting from the money expended on the modernization effort as of the date of the report;

(4) a definition for the Next Generation Air Transportation System (in this section referred to as "NextGen"), including a description of any changes to that definition that occurred between 2003 and the date of the report;

(5) the net present value of the money expended on NextGen as of the date of the report if such money had been deposited into a Government trust fund instead of being expended on NextGen;

(6) a description of the benefits promised and benefits delivered with respect to NextGen as of the date of the report;

(7) any changes to the benefits promised with respect to NextGen between the date on which NextGen began and the date of the report;

(8) a description of each program or project that comprises NextGen, including—

(A) when the program or project was initiated;

(B) the total budget for the program or project;

(C) the initial budget for the program or project;

(D) the acquisition program baseline for the program or project;

(E) whether the program or project has ever breached the acquisition program baseline and, if so, a description of when, why, and how the breach was resolved;

(F) whether the program or project has been re-baselined or divided into smaller segments and, if so, a description of when, why, and the impact to the cost of the program or project;

(G) the initial schedule for the program or project;

(H) whether the program or project was delayed and, if so, a description of how long, why, and the impact to the cost of the program or project;

(I) whether the Administration changed any contract term or deliverable for the program or project and, if so, a description of the change, why it happened, and the impact to the cost of the program or project;

(J) benefits promised with respect to the program or project at initiation;

(K) benefits delivered with respect to the program or project as of the date of the report;

(L) whether the program or project was cancelled and, if so, a description of why and when;

(M) for cancelled programs or projects, whether there were any costs associated with the decision to cancel and, if so, a description of the amount of the costs (including for both the Administration and the private sector);

(N) the metrics, milestones, and deadlines set for the program or project and how the Administration tracked and ensured compliance with those metrics, milestones, and deadlines;

(O) how the Administration conducted oversight of the program or project and any related stakeholder collaboration efforts; and

(P) the status of the program or project as of the date of the report;

(9) the date upon which, or milestone by which, the Administration anticipates NextGen will be complete; and

(10) any lessons learned during the NextGen effort, and whether, how, and to what effect those lessons have been applied.

(b) INSPECTOR GENERAL REPORT.—Not later than 270 days after the date on which the report required under subsection (a) is submitted, the inspector general of the Department of Transportation shall review the report and submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a statement of the inspector general that—

(1) determines the accuracy of the information reported;

(2) describes any concerns with the accuracy of the information reported;

(3) summarizes concerns raised by the inspector general, the Government Accountability Office, and other sources with respect to the Administration's implementation and oversight of NextGen since the date on which NextGen began;

(4) describes—

(A) any pertinent recommendations made by the inspector general related to the Administration's implementation and oversight of NextGen since the date on which NextGen began; and

(B) whether and how the Administration addressed the recommendations; and

(5) provides any other information that the inspector general determines is appropriate.

SEC. 5___. AUTOMATIC DEPENDENT SURVEILLANCE-BROADCAST.

Section 211(b) of the FAA Modernization and Reform Act (49 U.S.C. 40101 note) is repealed. The Administrator of the Federal Aviation Administration shall ensure that any regulation issued pursuant to such subsection has no force or effect.

SEC. 5___. YOUTH ACCESS TO AMERICAN JOBS IN AVIATION TASK FORCE.

(a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall establish a Youth Access to American Jobs in Aviation Task Force (in this section referred to as the "Task Force").

(b) DUTIES.—Not later than 12 months after its establishment under subsection (a), the Task Force shall develop and submit to the Administrator recommendations and strategies for the Administration to—

(1) facilitate and encourage high school students in the United States, beginning in their junior year, to enroll in and complete career and technical education courses, including STEM, that would prepare them to enroll in a course of study related to an aviation career at an institution of higher education, including a community college or trade school;

(2) facilitate and encourage the students described in paragraph (1) to enroll in a course of study related to an aviation career, including aviation manufacturing, engineering and maintenance, at an institution of higher education, including a community college or trade school; and

(3) identify and develop pathways for students who complete a course of study described in paragraph (2) to secure registered apprenticeships, workforce development programs, or careers in the aviation industry of the United States.

(c) CONSIDERATIONS.—When developing recommendations and strategies under subsection (b), the Task Force shall—

(1) identify industry trends that encourage or discourage youth in the United States from pursuing careers in aviation;

(2) consider how the Administration; air carriers; aircraft, powerplant, and avionics manufacturers; aircraft repair stations; and other aviation stakeholders can coordinate efforts to support youth in pursuing careers in aviation;

(3) identify methods of enhancing aviation apprenticeships, job skills training, mentorship, education, and outreach programs that are exclusive to youth in the United States; and

(4) identify potential sources of government and private sector funding, including grants and scholarships, that may be used to carry out the recommendations and strategies described in subsection (b) and to support youth in pursuing careers in aviation.

(d) REPORT.—Not later than 30 days after submission of the recommendations and strategies under subsection (b), the Task Force shall submit to the Committee on Transportation and Infrastructure in the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report outlining such recommendations and strategies.

(e) COMPOSITION OF TASK FORCE.—The Administrator shall appoint members of the Task Force, including representatives from the following:

(1) Air carriers.

(2) Aircraft, powerplant, and avionics manufacturers.

(3) Aircraft repair stations.

(4) Local educational agencies or high schools.

(5) Institutions of higher education, including community colleges and aviation trade schools.

(6) Such other aviation and educational stakeholders and experts as the Administrator considers appropriate.

(f) PERIOD OF APPOINTMENT.—Members shall be appointed to the Task Force for the duration of the existence of the Task Force.

(g) COMPENSATION.—Task Force members shall serve without compensation.

(h) SUNSET.—The Task Force shall terminate upon the submittal of the report pursuant to subsection (d).

(i) DEFINITION OF STEM.—The term "STEM" means—

(1) science, technology, engineering, and mathematics; and

(2) other career and technical education subjects that build on the subjects described in paragraph (1).

SEC. 5___. AIRPORT INVESTMENT PARTNERSHIP PROGRAM.

(a) IN GENERAL.—Section 47134 of title 49, United States Code, is amended—

(1) by striking the section heading and inserting "**Airport investment partnership program**";

(2) in subsection (b), by striking ", with respect to not more than 10 airports,";

(3) in subsection (b)(2), by striking "The Secretary may grant an exemption to a sponsor" and inserting "If the Secretary grants an exemption to a sponsor pursuant to paragraph (1), the Secretary shall grant an exemption to the sponsor";

(4) in subsection (b)(3), by striking "The Secretary may grant an exemption to a purchaser or lessee" and inserting "If the Secretary grants an exemption to a sponsor pursuant to paragraph (1), the Secretary shall grant an exemption to the corresponding purchaser or lessee";

(5) by striking subsection (d) and inserting the following:

"(d) PROGRAM PARTICIPATION.—

"(1) MULTIPLE AIRPORTS.—The Secretary may consider applications under this section submitted by a public airport sponsor for multiple airports under the control of the sponsor.

"(2) PARTIAL PRIVATIZATION.—A purchaser or lessee may be an entity in which a sponsor has an interest."; and

(6) by striking subsections (l) and (m) and inserting the following:

"(l) PREDEVELOPMENT LIMITATION.—A grant to an airport sponsor under this subchapter for predevelopment planning costs relating to the preparation of an application or proposed application under

this section may not exceed $750,000 per application or proposed application.".

(b) AIRPORT DEVELOPMENT.—Section 47102(3) of title 49, United States Code, is amended by adding at the end the following:

"(P) predevelopment planning, including financial, legal, or procurement consulting services, related to an application or proposed application for an exemption under section 47134.".

(c) CLERICAL AMENDMENT.—The analysis for chapter 471 of title 49, United States Code, is amended by striking the item relating to section 47134 and inserting the following:

"47134. Airport investment partnership program.".

SEC. 5___. REVIEW AND REFORM OF FAA PERFORMANCE MANAGEMENT SYSTEM.

(a) ESTABLISHMENT OF ADVISORY PANEL.—Not later than 90 days after the date of enactment of this section, the Secretary of Transportation shall establish an advisory panel comprising no more than 7 independent, nongovernmental experts in budget, finance, or personnel management to review and evaluate the effectiveness of the FAA's personnel management system and performance management program for employees not covered by collective bargaining agreements.

(b) REVIEW, EVALUATION, AND RECOMMENDATIONS.—The advisory panel shall, at a minimum—

(1) review all appropriate FAA orders, policies, procedures, guidance, and the Human Resources Policy Manual;

(2) review any applicable reports regarding FAA's personnel management system, including reports of the Department of Transportation Office of Inspector General, Government Accountability Office, and National Academy of Public Administration, and determine the status of recommendations made in those reports;

(3) review the personnel management system of any other agency or governmental entity with a similar system to the FAA for best practices with regard to personnel management;

(4) assess the unique personnel authorities granted to the FAA, determine whether the FAA has taken full advantage of those authorities, and identify those authorities the FAA has not fully taken advantage of;

(5) review and determine the overall effectiveness of the FAA's compensation, bonus pay, performance metrics, and evaluation processes for employees not covered by collective bargaining agreements;

(6) review whether existing performance metrics and bonus pay practices align with the FAA's mission and significantly improve the FAA's provision of air traffic services, implementation of air traffic control modernization initiatives, and accomplishment of other FAA operational objectives;

(7) identify the highest, lowest, and average complete compensation for each position of employees not covered by collective bargaining agreements;

(8) survey interested parties and stakeholders, including representatives of the aviation industry, for their views and recommendations regarding improvements to the FAA's personnel management system and performance management program;

(9) develop recommendations to address the findings of the work done pursuant to paragraphs (1) through (7), and to address views and recommendations raised by interested parties pursuant to paragraph (8); and

(10) develop recommendations to improve the FAA's personnel management system and performance management program, including the compensation, bonus pay, performance metrics, and evaluation processes, for employees not covered by collective bargaining agreements.

(c) REPORT.—Not later than 1 year after initiating the review and evaluation pursuant to subsection (a), the advisory panel shall submit a report on the results of the review and evaluation and its recommendations to the Secretary, the Administrator, the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate.

(d) REPORT TO CONGRESS.—Not later than 3 months after submittal of the report pursuant to subsection (c), the Administrator shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report summarizing the findings of the advisory panel that—

(1) contains an explanation of how the Administrator will implement the recommendations of the advisory panel and measure the effectiveness of the recommendations; and

(2) specifies any recommendations that the Administrator will not implement and the reasons for not implementing such recommendations.

(e) AUTHORITY.—Notwithstanding any other provision of law, the Administrator has the authority to put in place any recommendations of the advisory panel.

(f) SUNSET.—The advisory panel shall terminate on the date that is 60 days after the transmittal of the report pursuant to subsection (d).

(g) DEFINITION.—In this section, the term "FAA" means the Federal Aviation Administration.

SEC. 5___. CONTRACT WEATHER OBSERVERS.

Section 2306(b) of the FAA Extension, Safety, and Security Act of 2016 (Public Law 114–190; 130 Stat. 641) is amended by striking "2018" and inserting "2023".

SEC. 5___. REGIONS AND CENTERS.

(a) IN GENERAL.—Section 44507 of title 49, United States Code, is amended—

(1) by striking the section heading and inserting "**Regions and centers**";

(2) by striking "The Civil Aeromedical Institute" and inserting the following:

"(a) CIVIL AEROMEDICAL INSTITUTE.—The Civil Aeromedical Institute"; and

(3) by adding at the end the following:

"(b) WILLIAM J. HUGHES TECHNICAL CENTER.—The Secretary of Transportation shall define the roles and responsibilities of the William J. Hughes Technical Center in a manner that is consistent

with the defined roles and responsibilities of the Civil Aeromedical Institute under subsection (a).".

(b) CLERICAL AMENDMENT.—The analysis for chapter 445 of title 49, United States Code, is amended by striking the item relating to section 44507 and inserting the following:

"44507. Regions and centers.".

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2. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LEWIS OF GEORGIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 11, after line 7, insert the following:

SEC. 1___. USE OF FUNDS FROM PASSENGER FACILITY CHARGES TO PREVENT POWER OUTAGES.

Section 40117(a)(3) of title 49, United States Code, is amended by adding at the end the following:

"(H) An on-airport project to purchase and install generators to prevent power outages in passenger areas of the airport, to separate an airport's redundant power supply and its main power supply, or for any other on-airport project to prevent power outages or damage to the airport's power supply.".

Page 32, after line 9, insert the following:

SEC. 1___. USE OF AIRPORT IMPROVEMENT FUNDS TO PREVENT POWER OUTAGES.

Section 47102(3) of title 49, United States Code, is amended by adding at the end the following:

"(P) an on-airport project to purchase and install generators to prevent power outages in the passenger areas of the airport, separate an airport's redundant power supply and its main power supply, or prevent power outages in the airport or damage to the airport's power supply.".

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3. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SOTO OF FLORIDA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 12, line 23, insert "a sink or sanitizing equipment," after "surface,".

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4. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE WATSON COLEMAN OF NEW JERSEY OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 13, line 19, strike "building." and insert "building and will maintain a baby changing table in 1 men's and 1 women's restroom in each passenger terminal building of the airport.".

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5. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MCMORRIS RODGERS OF WASHINGTON OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 25, strike lines 13 through 18 and insert the following:

(2) EXEMPTION.—Section 47124(b)(3)(D) of title 49, United States Code, is amended by adding at the end the following: "Airports with air service under part 121 of title 14, Code of

Federal Regulations, and more than 25,000 passenger enplanements in calendar year 2014 shall be exempt from any cost-share requirement under this subparagraph.".

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6. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE WESTERMAN OF ARKANSAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 32, after line 9, insert the following:

SEC. 137. GENERAL WRITTEN ASSURANCES.

Section 47107(a)(17) of title 49, United States Code, is amended by striking "each contract" and inserting "if any phase of such project has received funds under this subchapter, each contract".

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7. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE KRISHNAMOORTHI OF ILLINOIS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 37, line 1, insert "**AND ECONOMIC**" after "**HEALTH**".
Page 38, line 5, strike "and" at the end.
Page 38, line 12, strike the period at the end and insert "; and".
Page 38, after line 12, insert the following:

(5) consider the economic harm or benefits to businesses located party or wholly underneath flight paths most frequently used by aircraft flying at an altitude lower than 10,000 feet, including during takeoff or landing.

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8. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE JAYAPAL OF WASHINGTON OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 37, line 23, strike "or" at the end.
Page 37, after line 23, insert the following (and redesignate the subsequent subparagraph accordingly):

(H) Seattle; or

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9. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LIPINSKI OF ILLINOIS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle C of title I, add the following:

SEC. ___. CONSTRUCTION OF CERTAIN CONTROL TOWERS.

Section 47116(d) of title 49, United States Code, is amended adding at the end the following:

"(3) CONTROL TOWER CONSTRUCTION.—Notwithstanding any provision of section 47124(b)(4)(A), the Secretary may provide grants under this section to an airport sponsor for the construction or improvement of a nonapproach control tower, as defined by the Secretary, and for the acquisition and installation of air traffic control, communications, and related equipment to be used in that tower. Such grants shall be subject to the distribution requirements of subsection (b) and the eligibility requirements of section 47124(b)(4)(B).".

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10. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SMITH OF NEBRASKA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle C of title I, add the following:

SEC. ___. SMALL AIRPORT REGULATION RELIEF.

Section 47114(c)(1) is amended by striking subparagraph (F) and inserting the following:

"(F) SPECIAL RULE FOR FISCAL YEARS 2018 THROUGH 2020.—Notwithstanding subparagraph (A) and subject to subparagraph (G), the Secretary shall apportion to a sponsor of an airport under that subparagraph for each of fiscal years 2018 through 2020 an amount based on the number of passenger boardings at the airport during calendar year 2012 if the airport—

"(i) had 10,000 or more passenger boardings during calendar year 2012;

"(ii) had fewer than 10,000 passenger boardings during the calendar year used to calculate the apportionment for fiscal year 2018, 2019, or 2020, as applicable, under subparagraph (A); and

"(iii) had scheduled air service at any point in the calendar year used to calculate the apportionment.".

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11. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE TORRES OF CALIFORNIA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 42, line 17, insert the following:

(k) AUTHORIZATION FOR THE TRANSFER OF FUNDS FROM DEPARTMENT OF DEFENSE.—

(1) IN GENERAL.—The Administrator of the Federal Aviation Administration may accept funds from the Secretary of Defense to increase the authorized funding for this section by the amount of such transfer only to carry out projects designed for environmental mitigation at a site previously, but not currently, managed by the Department of Defense.

(2) ADDITIONAL GRANTEES.—If additional funds are made available by the Secretary of Defense under paragraph (1), the Administrator may increase the number of grantees under subsection (a).

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12. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LIEU OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 46, after line 22, insert the following:

SEC. ___. LEAD EMISSIONS.

(a) STUDY.—The Secretary of Transportation shall enter into appropriate arrangements with the National Academies of Sciences, Engineering, and Medicine under which the National Research Council will conduct a study and develop a report on aviation gasoline.

(b) CONTENTS.—The study shall include an assessment of—

(1) existing non-leaded fuel alternatives to the aviation gasoline used by piston-powered general aviation aircraft;

(2) ambient Pb concentrations at and around airports where piston-powered general aviation aircraft are used; and

(3) mitigation measures to reduce ambient Pb concentrations, including increasing the size of run-up areas, relocating run-up areas, imposing restrictions on aircraft using aviation gasoline, and increasing the use of motor gasoline in piston-powered general aviation aircraft.

(c) REPORT TO CONGRESS.—Not later than 1 year after the date of enactment of this Act, the Secretary shall submit to Congress the report developed by the National Research Council pursuant to this section.

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13. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE ROSKAM OF ILLINOIS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 46, after line 22, insert the following:

SEC. ___. AIRPORT NOISE MITIGATION AND SAFETY STUDY.

(a) STUDY.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall initiate a study to review and evaluate existing studies and analyses of the relationship between jet aircraft approach and takeoff speeds and corresponding noise impacts on communities surrounding airports.

(b) CONSIDERATIONS.—In conducting the study initiated under subsection (a), the Administrator shall determine—

(1) whether a decrease in jet aircraft approach or takeoff speeds results in significant aircraft noise reductions;

(2) whether the jet aircraft approach or takeoff speed reduction necessary to achieve significant noise reductions—

(A) jeopardizes aviation safety; or

(B) decreases the efficiency of the National Airspace System, including lowering airport capacity, increasing travel times, or increasing fuel burn;

(3) the advisability of using jet aircraft approach or takeoff speeds as a noise mitigation technique; and

(4) if the Administrator determines that using jet aircraft approach or takeoff speeds as a noise mitigation technique is advisable, whether any of the metropolitan areas specifically identified in section 157(b)(2) would benefit from such a noise mitigation technique without a significant impact to aviation safety or the efficiency of the National Airspace System.

(c) REPORT.—Not later than 2 years after the date of enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study initiated under subsection (a).

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14. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MENG OF NEW YORK OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 46, after line 22, insert the following:

SEC. _____. AIRCRAFT NOISE, EMISSION, AND FUEL BURN REDUCTION PROGRAM.

(a) IN GENERAL.—The Secretary of Transportation may carry out an aircraft noise, emission, and fuel burn reduction research and development program.

(b) ELEMENTS.—In carrying out the program under subsection (a), the Secretary may—

(1) support efforts to accelerate the development of new aircraft, engine technologies, and jet fuels;

(2) pursue lighter and more efficient turbine engine components, advanced aircraft wing designs, fuselage structures for innovative aircraft architectures, and smart aircraft and engine control systems; and

(3) partner with private industry to accomplish the goals of the program.

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15. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BASS OF CALIFORNIA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title I, insert the following:

SEC. 1___. TERMINAL SEQUENCING AND SPACING.

Not later than 60 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall report to the appropriate committees of Congress on the status of Terminal Sequencing and Spacing (TSAS) implementation across all completed NextGen Metroplexes with specific information provided by airline regarding the adoption and equipping of aircraft and the training of pilots in its use.

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16. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SPEIER OF CALIFORNIA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title I of the bill, add the following:

SEC. ___. NOISE AND HEALTH IMPACT TRAINING.

(a) STUDY.—The Comptroller General of the United States shall conduct a study on—

(1) while maintaining safety as the top priority, whether air traffic controllers and airspace designers are trained on noise and health impact mitigation in addition to efficiency; and

(2) the prevalence of vectoring flights due to over-crowded departure and arrival paths and alternatives to this practice.

(b) REPORT.—The Comptroller General shall submit to Congress a report on the results of the study.

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17. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DENHAM OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title I, insert the following:

SEC. 1___. JUDICIAL REVIEW FOR PROPOSED ALTERNATIVE ENVIRONMENTAL REVIEW AND APPROVAL PROCEDURES.

Section 330(e) of title 23, United States Code, is amended—

(1) in paragraph (2)(A) by striking "2 years" and inserting "150 days as set forth in section 139(l)"; and

(2) in paragraph (3)(B)(i) by striking "2 years" and inserting "150 days as set forth in section 139(l)".

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18. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MCSALLY OF ARIZONA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 51, after line 24, insert the following:

(x) Airport owners and operators.

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19. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE KILDEE OF MICHIGAN OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle A of title II, insert the following:

SEC. 2___. PERFORMANCE STANDARDS FOR FIREFIGHTING FOAMS.

Not later than 2 years after the date of enactment of this Act, the Administrator of the FAA, using the latest version of National Fire Protection Association 403, "Standard for Aircraft Rescue and Fire-Fighting Services at Airports", and in coordination with the Administrator of the Environmental Protection Agency, aircraft manufacturers and airports, shall not require the use of fluorinated chemicals to meet the performance standards referenced in chapter 6 of AC No: 150/5210–6D and acceptable under 139.319(l) of title 14, Code of Federal Regulations.

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20. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE ESTES OF KANSAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 72, line 20, strike "and".

Page 72, after line 20, insert the following:

(H) aircraft manufacturers; and

Page 72, line 21, strike "(H)" and insert "(I)".

Page 73, after line 7, insert the following:

(4) ensuring adequate and timely provision of Flight Standards activities and responses necessary for type certification, operational evaluation, and entry into service of newly manufactured aircraft;

Page 73, line 8, strike "(4)" and insert "(5)".

Page 73, line 10, strike "(5)" and insert "(6)".

Page 73, lines 13 through 14, strike "the date of enactment of this Act" and insert "the date of the establishment of the Task Force".

Page 73, lines 23 through 24, strike "action or cost-effective legislative action" and insert ", policy, or cost-effective legislative action to improve the efficiency of agency activities".

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21. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SOTO OF FLORIDA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 104, line 10, insert "and pregnant women" after "children".

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22. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE KEATING OF MASSACHUSETTS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 109, after line 15, insert the following:

(a) WORKFORCE READINESS.—The Administrator of the Federal Aviation Administration shall coordinate with government, educational institutions, labor organizations representing aviation maintenance workers, and businesses to develop guidance or model curricula for aviation maintenance technician schools certificated under part 147 of title 14 of the Code of Federal Regulations to ensure workforce readiness for industry needs, including curricula related to training in avionics, troubleshooting, and other areas of industry needs.

(1) Not later than 1 year after the date of enactment of this Act, the Administrator shall publish the guidance or model curricula.

(2) The Administrator shall publish updates to the guidance or model curricula at least once every 2 years from the date of initial publication.

Page 109, line 16, strike "(a)" and insert "(b)".
Page 109, line 19, strike "(b)" and insert "(c)".
Page 110, line 18, strike "and".
Page 110, line 22, strike the period and insert "; and".
Page 110, after line 22, insert the following:

(7) develop recommendations for addressing the needs for government funding, private investment, equipment for training purposes, and other resources necessary to strengthen existing training programs or develop new training programs to support workforce growth in the aviation industry.

Page 110, line 23, strike "(c)" and insert "(d)".
Page 111, line 4, strike "(d)" and insert "(e)".

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23. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LONG OF MISSOURI OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle A of title III, insert the following:

SEC. 3___. EXIT ROWS.

(a) REVIEW.—The Administrator of the Federal Aviation Administration shall conduct a review of current safety procedures regarding unoccupied exit rows on a covered aircraft in passenger air transportation during all stages of flight.

(b) CONSULTATION.—In carrying out the review, the Administrator shall consult with air carriers, aviation manufacturers, and labor stakeholders.

(c) REPORT.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the review.

(d) COVERED AIRCRAFT DEFINED.—In this section, the term "covered aircraft" means an aircraft operating under part 121 of title 14, Code of Federal Regulations.

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24. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CRIST OF FLORIDA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 112, after line 12, insert the following:

SEC. 319. COMPTROLLER GENERAL REPORT ON FAA ENFORCEMENT POLICY.

Not later than 1 year after the date of enactment of this Act, the Comptroller General of the United States shall complete a study, and report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the United States Senate on the results thereof, on the effectiveness of Order 8000.373, Federal Aviation Administration Compliance Philosophy, announced on June 26, 2015. Such study shall include information about—

(1) whether reports of safety incidents increased following the order;

(2) whether reduced enforcement penalties increased the overall number of safety incidents that occurred; and

(3) whether FAA enforcement staff registered complaints about reduced enforcement reducing compliance with safety regulations.

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25. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SANFORD OF SOUTH CAROLINA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title III, add the following:

SEC. 3____ SPECIAL RULES FOR MODEL AIRCRAFT.

(a) IN GENERAL.—Notwithstanding any other provision of law relating to the incorporation of unmanned aircraft systems into Federal Aviation Administration plans and policies, including this subtitle, the Administrator of the Federal Aviation Administration may not promulgate any rule or regulation regarding a model aircraft or an aircraft being developed as a model aircraft; except for—

(1) rules regarding the registration of certain model aircraft pursuant to section 44103; and

(2) rules regarding unmanned aircraft that by design provide advanced flight capabilities enabling active, sustained, and controlled navigation of the aircraft beyond the visual line of sight of the operator, if—

(A) the aircraft is flown strictly for hobby or recreational use;

(B) the model aircraft operator is a current member of a community-based organization and whose aircraft is operated in accordance with the organization's safety rules;

(C) the aircraft is limited to not more than 55 pounds unless otherwise certified through a design, construction, inspection, flight test, and operational safety program administered by a community-based organization;

(D) the aircraft is operated in a manner that does not interfere with and gives way to any manned aircraft;

(E) the aircraft is not operated over or within the property of a fixed site facility that operates amusement rides available for use by the general public or the property extending 500 lateral feet beyond the perimeter of such facility unless the operation is authorized by the owner of the amusement facility; and

(F) when flown within 3 miles of an airport, the operator of the aircraft provides the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport) with prior notice of the operation (model aircraft operators flying from a permanent location within 3 miles of an airport should establish a mutually agreed upon operating procedure with the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport)).

(b) AUTOMATED INSTANT AUTHORIZATION.—When the FAA has established a fully operational and functional automated instant authorization and notification system, the model aircraft operator shall use this system for access to controlled airspace unless flown at a permanent location made known to the Administrator (model aircraft operators flying from a permanent location should establish a mutually agreed upon operating procedure with the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport)).

(c) COMMERCIAL OPERATION FOR INSTRUCTIONAL OR EDUCATIONAL PURPOSES.—A flight of an unmanned aircraft shall be treated as a flight of a model aircraft for purposes of subsection (a) (regardless of any compensation, reimbursement, or other consideration exchanged or incidental economic benefit gained in the course of planning, operating, or supervising the flight), if the flight is—

(1) conducted for instructional or educational purposes; and

(2) operated or supervised by a member of a community-based organization recognized pursuant to subsection (e).

(d) STATUTORY CONSTRUCTION.—Nothing in this section may be construed to limit the authority of the Administrator to pursue enforcement action against persons operating model aircraft who endanger the safety of the national airspace system.

(e) COMMUNITY-BASED ORGANIZATION DEFINED.—In this section, the term "community-based organization" means a nationwide membership-based associationn entity that—

(1) is described in section 501(c)(3) of the Internal Revenue Code of 1986;

(2) is exempt from tax under section 501(a) of the Internal Revenue Code of 1986;

(3) the mission of which is demonstrably the furtherance of model aviation;

(4) provides a comprehensive set of safety guidelines for all aspects of model aviation addressing the assembly and operation of model aircraft and that emphasize safe aeromodeling operations within the national airspace system and the protection and safety of individuals and property on the ground, and may provide a comprehensive set of safety rules and programming for the operation of unmanned aircraft that have the advanced flight capabilities enabling active, sustained, and controlled navigation of the aircraft beyond visual line of sight of the operator;

(5) provides programming and support for any local charter organizations, affiliates, or clubs; and

(6) provides assistance and support in the development and operation of locally designated model aircraft flying sites.

(f) RECOGNITION OF COMMUNITY-BASED ORGANIZATIONS.—In collaboration with aeromodelling stakeholders, the Administrator shall publish an advisory circular within 180 days of enactment that identifies the criteria and process required for recognition of nationwide community-based organizations. This recognition shall be in the form of a memorandum of agreement between the FAA and each community-based organization and does not require regulatory action to implement.

(g) EFFECTIVE DATE.—Except for rules to implement remote identification for unmanned aircraft that by design provide advanced flight capabilities enabling active, sustained, and controlled navigation of the aircraft beyond the visual line of sight of the operator and for rules regarding the registration of certain model aircraft pursuant to section 44103, this section shall become effective when the rule, referred to in section 532 of the FAA Reauthorization Act of 2018, regarding revisions to part 107 of title 14, Code of Federal Regulations, becomes final.

SEC. 3___. RECREATIONAL UAS.

(a) IN GENERAL.—Not later than 120 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall issue rules and regulations relating to small UAS flown for recreational or educational use, and that are not operated within all of the criteria outlined in the special rule for model aircraft in section 45505 of title 49, United States Code, or the requirements of part 107 of title 14, Code of Federal Regulations.

(b) REGULATORY AUTHORITY.—When issuing the rules and regulation pursuant to this section, the Administrator shall—

(1) require the completion of an online or electronic educational tutorial that is focused on knowledge of the primary rules necessary for the safe operation of such UAS and whose completion time is of reasonable length and limited duration;

(2) include provisions that enable the operation of such UAS by individuals under the age of 16 without a certificated pilot;

(3) require UAS operators within Class B, C, D and E airspace to obtain authorization, as the Administrator may determine to be necessary within that airspace, but only after a near-instantaneous automated airspace authorization capability is available for the airspace in which the operator wants to operate; and

(4) include provisions that provide specific operational rules for UAS operating in close proximity to airports in class G airspace.

(c) MAINTAINING BROAD ACCESS TO UAS TECHNOLOGY.—When issuing rules or regulations for the operation of UAS under this section, the Administrator shall not—

(1) require the pilot or operator of the UAS to obtain or hold an airman certificate;

(2) require a practical flight examination, medical examination, or the completion of a flight training program;

(3) limit such UAS operations to pre-designated fixed locations or uncontrolled airspace; or

(4) require airworthiness certification of any UAS operated pursuant to this section.

(d) COLLABORATION.—The Administrator shall carry out this section in collaboration with industry and community-based organizations.

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26. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DEFAZIO OF OREGON OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 138, strike line 1 and all that follows through line 9 on page 141 and insert the following (and update the table of contents accordingly):

"§ 45509. Exception for limited recreational operations of unmanned aircraft

"(a) IN GENERAL.—Except as provided in subsection (e), and notwithstanding chapter 447 of title 49, United States Code, a person may operate a small unmanned aircraft without specific certification or operating authority from the Federal Aviation Administration if the operation adheres to all of the following limitations:

"(1) The aircraft is flown strictly for recreational purposes.

"(2) The aircraft is operated in accordance with or within the programming of a community-based set of safety guidelines that conform with published Federal Aviation Administration advisory materials.

"(3) The aircraft is flown within the visual line of sight of the person operating the aircraft or a visual observer co-located and in direct communication with the operator.

"(4) The aircraft is operated in a manner that does not interfere with and gives way to any manned aircraft.

"(5) In Class B, Class C, or Class D airspace or within the lateral boundaries of the surface area of Class E airspace designated for an airport, the operator obtains prior authorization from the Administrator or designee before operating and complies with all airspace restrictions and prohibitions.

"(6) In Class G airspace, the aircraft is flown from the surface to not more than 400 feet above ground level and complies with all airspace restrictions and prohibitions.

"(7) The operator has passed an aeronautical knowledge and safety test described in subsection (g) and administered by the Federal Aviation Administration online for the operation of unmanned aircraft systems and maintains proof of test passage to be made available to the Administrator or law enforcement upon request.

"(8) The aircraft is registered and marked in accordance with chapter 441 of this title and proof of registration is made available to the Administrator or a designee of the Administrator or law enforcement upon request.

"(b) OTHER OPERATIONS.—Unmanned aircraft operations that do not conform to the limitations in subsection (a) must comply with all statutes and regulations generally applicable to unmanned aircraft and unmanned aircraft systems.

"(c) OPERATIONS AT FIXED SITES.—

"(1) OPERATING PROCEDURE REQUIRED.—Persons operating unmanned aircraft under subsection (a) from a fixed site within Class B, Class C, or Class D airspace or within the lateral boundaries of the surface area of Class E airspace designated

for an airport, or a community-based organization conducting a sanctioned event within such airspace, shall establish a mutually agreed upon operating procedure with the air traffic control facility.

"(2) UNMANNED AIRCRAFT WEIGHING MORE THAN 55 POUNDS.—A person may operate an unmanned aircraft weighing more than 55 pounds, including the weight of anything attached to or carried by the aircraft, under subsection (a) if—

"(A) the unmanned aircraft complies with standards and limitations developed by a community-based organization and approved by the Administrator; and

"(B) the aircraft is operated from a fixed site as described in paragraph (1).

"(d) UPDATES.—

"(1) IN GENERAL.—The Administrator, in consultation with government and industry stakeholders, including community-based organizations, shall initiate a process to periodically update the operational parameters under subsection (a), as appropriate.

"(2) CONSIDERATIONS.—In updating an operational parameter under paragraph (1), the Administrator shall consider—

"(A) appropriate operational limitations to mitigate risks to aviation safety and national security, including risk to the uninvolved public and critical infrastructure;

"(B) operations outside the membership, guidelines, and programming of a community-based organization;

"(C) physical characteristics, technical standards, and classes of aircraft operating under this section;

"(D) trends in use, enforcement, or incidents involving unmanned aircraft systems;

"(E) ensuring, to the greatest extent practicable, that updates to the operational parameters correspond to, and leverage, advances in technology; and

"(F) equipage requirements that facilitate safe, efficient, and secure operations and further integrate all unmanned aircraft into the National Airspace System.

"(3) SAVINGS CLAUSE.—Nothing in this subsection shall be construed as expanding the authority of the Administrator to require a person operating an unmanned aircraft under this section to seek permissive authority of the Administrator, beyond that required in subsection (a) of this section, prior to operation in the National Airspace System.

"(e) STATUTORY CONSTRUCTION.—Nothing in this section shall be construed to limit the authority of the Administrator to pursue an enforcement action against a person operating any unmanned aircraft who endangers the safety of the National Airspace System.

"(f) EXCEPTIONS.—Nothing in this section prohibits the Administrator from promulgating rules generally applicable to unmanned aircraft, including those unmanned aircraft eligible for the exception set forth in this section, relating to—

"(1) updates to the operational parameters for unmanned aircraft in subsection (a);

"(2) the registration and marking of unmanned aircraft;

"(3) the standards for remotely identifying owners and operators of unmanned aircraft systems and associated unmanned aircraft; and

"(4) other standards consistent with maintaining the safety and security of the National Airspace System.

"(g) AERONAUTICAL KNOWLEDGE AND SAFETY TEST.—

"(1) IN GENERAL.—Not later than 180 days after the date of enactment of this section, the Administrator, in consultation with manufacturers of unmanned aircraft systems, other industry stakeholders, and community-based aviation organizations, shall develop an aeronautical knowledge and safety test that can be administered electronically.

"(2) REQUIREMENTS.—The Administrator shall ensure the aeronautical knowledge and safety test is designed to adequately demonstrate an operator's—

"(A) understanding of aeronautical safety knowledge; and

"(B) knowledge of Federal Aviation Administration regulations and requirements pertaining to the operation of an unmanned aircraft system in the National Airspace System.".

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27. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE HANABUSA OF HAWAII OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 157, line 2, strike the semicolon and insert ", including during emergency situations that may threaten public safety;"

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28. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LEWIS OF MINNESOTA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 161, after line 22, insert the following:

SEC. 342. UNMANNED AIRCRAFT SYSTEMS INTEGRATION PILOT PROGRAM.

(a) AUTHORITY.—The Secretary of Transportation may establish a pilot program to enable enhanced drone operations as required in the October 25, 2017 Presidential Memorandum entitled "Unmanned Aircraft Systems Integration Pilot Program" and described in 82 Federal Register 50301.

(b) APPLICATIONS.—The Secretary shall accept applications from State, local, and Tribal governments, in partnership with unmanned aircraft system operators and other private-sector stakeholders, to test and evaluate the integration of civil and public UAS operations into the low-altitude national airspace system.

(c) OBJECTIVES.—The purpose of the pilot program is to accelerate existing UAS integration plans by working to solve technical, regulatory, and policy challenges, while enabling advanced UAS operations in select areas subject to ongoing safety oversight and cooperation between the Federal Government and applicable State, local, or Tribal jurisdictions, in order to—

(1) accelerate the safe integration of UAS into the NAS by testing and validating new concepts of beyond visual line of sight operations in a controlled environment, focusing on detect

and avoid technologies, command and control links, navigation, weather, and human factors;

(2) address ongoing concerns regarding the potential security and safety risks associated with UAS operating in close proximity to human beings and critical infrastructure by ensuring that operators communicate more effectively with Federal, State, local, and Tribal law enforcement to enable law enforcement to determine if a UAS operation poses such a risk;

(3) promote innovation in and development of the United States unmanned aviation industry, especially in sectors such as agriculture, emergency management, inspection, and transportation safety, in which there are significant public benefits to be gained from the deployment of UAS; and

(4) identify the most effective models of balancing local and national interests in UAS integration.

(d) APPLICATION SUBMISSION.—The Secretary shall establish application requirements and require applicants to include the following information:

(1) Identification of the airspace to be used, including shape files and altitudes.

(2) Description of the types of planned operations.

(3) Identification of stakeholder partners to test and evaluate planned operations.

(4) Identification of available infrastructure to support planned operations.

(5) Description of experience with UAS operations and regulations.

(6) Description of existing UAS operator and any other stakeholder partnerships and experience.

(7) Description of plans to address safety, security, competition, privacy concerns, and community outreach.

(e) REASONABLE TIME, MANNER, AND PLACE LIMITATIONS.—

(1) IN GENERAL.—

(A) REQUESTS.—The Lead Applicant may request reasonable time, place and manner limitations on low-altitude UAS operations within its jurisdiction to facilitate the proposed development and testing of new and innovative UAS concepts of operations in addition to other selection criteria.

(B) SELF-IMPLEMENTING PROVISIONS.—The Secretary shall require jurisdictions to ensure that any time, place and manner limitations, including those adopted through means such as legislation or regulation, include self-implementing provisions that automatically terminate those restrictions upon the termination of the Memorandum of Agreement.

(C) MONITORING AND ENFORCEMENT.—

(i) IN GENERAL.—Monitoring and enforcement of any limitations enacted pursuant to this pilot project shall be the responsibility of the jurisdiction.

(ii) SAVINGS PROVISION.—Nothing in clause (i) may be construed to prevent the Secretary from enforcing Federal law.

(2) EXAMPLES.—Examples of reasonable time, manner, and place limitations may include—

(A) prohibiting flight during specified morning and evening rush hours or only permitting flight during specified hours such as daylight hours, sufficient to ensure reasonable airspace access;

(B) establishing designated take-off and landing zones, limiting operations over moving locations or fixed site public road and parks, sidewalks or private property based on zoning density, or other land use considerations;

(C) requiring notice to public safety or zoning or land use authorities before operating;

(D) limiting UAS operations within designated altitudes within airspace over the jurisdiction;

(E) specifying maximum speed of flight over specified areas;

(F) prohibiting operations in connection with community or sporting events that do not remain in one place (for example, parades and running events); and

(G) mandating equipage.

(f) SELECTION CRITERIA.—In making determinations, the Secretary shall evaluate whether applications meet or exceed the following criteria:

(1) Overall economic, geographic, and climatic diversity of the selected jurisdictions.

(2) Overall diversity of the proposed models of government involvement.

(3) Overall diversity of the UAS operations to be conducted.

(4) The location of critical infrastructure.

(5) The involvement of commercial entities in the proposal and their ability to advance objectives that may serve the public interest as a result of further integration of UAS into the NAS.

(6) The involvement of affected communities in, and their support for, participating in the pilot program.

(7) The commitment of the governments and UAS operators involved in the proposal to comply with requirements related to national defense, homeland security, and public safety and to address competition, privacy, and civil liberties concerns.

(8) The commitment of the governments and UAS operators involved in the proposal to achieve the following policy objectives:

(A) Promoting innovation and economic development.

(B) Enhancing transportation safety.

(C) Enhancing workplace safety.

(D) Improving emergency response and search and rescue functions.

(E) Using radio spectrum efficiently and competitively.

(g) IMPLEMENTATION.—The Secretary shall use the data collected and experience gained over the course of this pilot program to—

(1) identify and resolve technical challenges to UAS integration;

(2) address airspace use to safely and efficiently integrate all aircraft;

(3) inform operational standards and procedures to improve safety (for example, detect and avoid capabilities, navigation and altitude performance, and command and control link);

(4) inform FAA standards that reduce the need for waivers (for example, for operations over human beings, night operations, and beyond visual line of sight); and

(5) address competing interests regarding UAS operational expansion, safety, security, roles and responsibilities of non-Federal Government entities, and privacy issues.

(h) DEFINITIONS.—In this section:

(1) The term "Lead Applicant" means an eligible State, local or Tribal government that has submitted a timely application.

(2) The term "NAS" means the low-altitude national airspace system.

(3) The term "UAS" means unmanned aircraft system.

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29. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SCHIFF OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle B of title III, insert the following:

SEC. 3___. ENFORCEMENT.

(a) UAS SAFETY ENFORCEMENT.—The Administrator of the Federal Aviation Administration shall establish a program to utilize available remote detection and identification technologies for safety oversight, including enforcement actions against operators of unmanned aircraft systems that are not in compliance with applicable Federal aviation laws, including regulations.

(b) REPORTING.—As part of the program, the Administrator shall establish and publicize a mechanism for the public and Federal, State, and local law enforcement to report suspected operation of unmanned aircraft in violation of applicable Federal laws and regulations.

(c) REPORT TO CONGRESS.—Not later than 1 year after the date of enactment of the FAA Reauthorization Act of 2018, and annually thereafter, the Administrator shall submit to the appropriate committees of Congress a report on the following:

(1) The number of unauthorized unmanned aircraft operations detected in restricted airspace, including in and around airports, together with a description of such operations.

(2) The number of enforcement cases brought by the Federal Aviation Administration or other Federal agencies for unauthorized operation of unmanned aircraft detected through the program, together with a description of such cases.

(3) Recommendations for safety and operational standards for unmanned aircraft detection and mitigation systems.

(4) Recommendations for any legislative or regulatory changes related to mitigation or detection or identification of unmanned aircraft systems.

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30. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GROTHMAN OF WISCONSIN OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle B of title III of the bill, add the following:

SEC. _____. ACTIVELY TETHERED PUBLIC UAS.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Admin-

istration shall issue such regulations as are necessary to authorize the use of certain actively tethered public unmanned aircraft system by government public safety agencies without any requirement to obtain a certificate of waiver, certificate of authorization, or other approval by the Federal Aviation Administration.

(b) REQUIREMENTS.—The regulations issued pursuant to subsection (a) shall establish risk-based operational conditions for operation of actively tethered public unmanned aircraft systems by government public safety agencies that recognize and accommodate the unique operational circumstances of such systems, including the requirements that the aircraft component may only be operated—

(1) within the line of sight of the operator;

(2) less than 200 feet above the ground;

(3) within class G airspace; and

(4) at least 5 statute miles from the geographic center of a tower-controller airport or airport denoted on a current aeronautical chart published by the Federal Aviation Administration, except that an actively tethered public unmanned aircraft system may be operated closer than 5 statute miles to the airport if—

(A) the operator of the actively tethered public unmanned aircraft system provides prior notice to the airport operator and receives, for a tower-controlled airport, prior approval from the air traffic control facilitate located at the airport; or

(B) the exigent circumstances of an emergency prevent the giving of notice contemplated by clause (i) and the actively tethered public unmanned aircraft system is operated outside the flight path of any manned aircraft.

(c) DEFINITION OF ACTIVELY TETHERED PUBLIC UNMANNED AIRCRAFT SYSTEM.—The term "actively tethered public unmanned aircraft system" means public unmanned aircraft system in which the unmanned aircraft component—

(1) weighs 4.4 pounds or less, including payload;

(2) is physically attached to a ground station with a taut, appropriately load-rated tether that provides continuous power to the unmanned aircraft; and

(3) is capable of being controlled and retrieved by such ground station through physical manipulation of the tether.

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31. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CRAMER OF NORTH DAKOTA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

In title III, at the end of subtitle B add the following:

SEC. 342. REPORT ON POSSIBLE UNMANNED AIRCRAFT SYSTEMS OPERATION ON SPECTRUM ALLOCATED FOR AVIATION USE.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, and after consultation with relevant stakeholders, the Federal Aviation Administration, the National Telecommunications and Information Administration, and the Federal Communications Commission, shall submit to the Committee on Commerce, Science, and Transportation of the Senate, the Committee on Transportation and Infrastructure of the House of Representa-

tives, and the Committee on Energy and Commerce of the House of Representatives a report—

(1) on whether unmanned aircraft systems operations should be permitted on spectrum designated for aviation use, on an unlicensed, shared, or exclusive basis, for operations within the UTM system or outside of such a system;

(2) that addresses any technological, statutory, regulatory, and operational barriers to the use of such spectrum for unmanned aircraft systems operations; and

(3) that, if it is determined that spectrum designated for aviation use is not suitable for operations by unmanned aircraft systems, includes recommendations of other spectrum frequencies that may be appropriate for such operations.

(b) DEFINITIONS.—In this section:

(1) UNMANNED AIRCRAFT SYSTEM.—The term "unmanned aircraft system" means an unmanned aircraft and associated elements (including communication links and the components that control the unmanned aircraft) that are required for the pilot in command to operate safely and efficiently in the national airspace system.

(2) UTM.—The term "UTM" means an unmanned aircraft traffic management system or service.

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32. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LOBIONDO OF NEW JERSEY OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title III, add the following:

SEC. ___. U.S. COUNTER-UAS SYSTEM REVIEW OF INTERAGENCY COORDINATION PROCESSES.

(a) IN GENERAL.—Not later than 60 days after that date of enactment of this Act, the Administrator of the Federal Aviation Administration, in consultation with government agencies currently authorized to operate Counter-Unmanned Aircraft System (C-UAS) systems within the United States (including the territories and possessions of the United States), shall initiate a review of the following:

(1) The process the Administration is utilizing for interagency coordination of C-UAS activity pursuant to a relevant Federal statute authorizing such activity within the United States (including the territories and possessions of the United States).

(2) The standards the Administration is utilizing for operation of a C-UAS systems pursuant to a relevant Federal statute authorizing such activity within the United States (including the territories and possessions of the United States), including whether the following criteria are being taken into consideration in the development of the standards:

(A) Safety of the national airspace.

(B) Protecting individuals and property on the ground.

(C) Non-interference with avionics of manned aircraft, and unmanned aircraft, operating legally in the national airspace.

(D) Non-interference with air traffic control systems.

(E) Consistent procedures in the operation of C-UAS systems to the maximum extent practicable.

(F) Adequate coordination procedures and protocols with the Federal Aviation Administration during the operation of C-UAS systems.

(G) Adequate training for personnel operating C-UAS systems.

(H) Assessment of the efficiency and effectiveness of the coordination and review processes to ensure national airspace safety while minimizing bureaucracy.

(I) Such other matters the Administrator deems necessary for the safe and lawful operation of C-UAS systems.

(b) REPORT.—Not later than 180 days after the date upon which the review in subsection (a) is initiated, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives, the Committee on Armed Services of the House of Representatives, and the Committee on Commerce, Science, and Transportation in the Senate, and the Committee on Armed Services of the Senate, a report on the Administration's activities related to C-UAS systems, including—

(1) any coordination with Federal agencies and States, subdivisions and States, political authorities of at least 2 States that operate C-UAS systems; and

(2) an assessment of the standards being utilized for the operation of a counter-UAS systems within the United States (including the territories and possessions of the United States).

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33. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DAVIS OF CALIFORNIA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 151, before line 17, insert the following (and redesignate accordingly):

(6) the Administrator should—

(A) place particular priority in continuing measures, including partnering with nongovernmental organizations and State and local agencies, to educate the public about the dangers to public safety of operating unmanned aircraft over areas that have temporary flight restrictions in place, for purposes such as wildfires, without appropriate approval or authorization from the Forest Service; and

(B) partner with State and local agencies to effectively enforce relevant laws so that unmanned aircrafts do not interfere with the efforts of emergency responders;

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34. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SANFORD OF SOUTH CAROLINA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 161, after line 11, insert the following:

(d) PROGRAM ALIGNMENT.—The Secretary shall submit a report to the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science, and Transportation within 90 days after enactment of this Act that describes how each of the following programs will be executed or implemented in a systematic and timely manner to avoid duplication, leverage capabili-

ties learned across programs, and support the safe integration of UAS into the national airspace:

(1) Commercially-operated Low Altitude Authorization and Notification Capability.

(2) The Unmanned Aircraft System Integration Pilot Program.

(3) The Unmanned Traffic Management Pilot Program.

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35. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CICILLINE OF RHODE ISLAND OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 181, after line 21, insert the following new paragraph (and redesignate the subsequent paragraphs accordingly):

(2) Compensation (regarding rebooking options, refunds, meals, and lodging) for flight diversions.

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36. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CÁRDENAS OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 182, after line 10, insert the following:

SEC. ___. OVERBOOKING POLICIES OF AIR CARRIERS.

(a) STUDY.—The Secretary of Transportation shall conduct a study on the overbooking policies of air carriers and how the policies impact the United States economy.

(b) CONTENTS.—In conducting the study, the Secretary shall assess the effects of the overbooking policies on increasing or decreasing the costs of passenger air transportation.

(c) REPORT.—Not later than 1 year after the date of enactment of this Act, the Secretary shall submit to Congress a report on the results of the study.

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37. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MENG OF NEW YORK OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 182, after line 10, insert the following:

SEC. _____. TRAINING POLICIES REGARDING RACIAL, ETHNIC, AND RELIGIOUS NONDISCRIMINATION.

(a) IN GENERAL.—Not later than 180 days after the date of the enactment of this Act, the Comptroller General of the United States shall submit to Congress a report describing—

(1) each air carrier's training policy for its employees and contractors regarding racial, ethnic, and religious nondiscrimination; and

(2) how frequently an air carrier is required to train new employees and contractors because of turnover in positions that require such training.

(b) BEST PRACTICES.—After the date the report is submitted under subsection (1), the Secretary of Transportation shall develop and disseminate to air carriers best practices necessary to improve the training policies described in subsection (a), based on the findings of the report and in consultation with—

(1) passengers of diverse racial, ethnic, and religious backgrounds;

(2) national organizations that represent impacted communities;
(3) air carrier;
(4) airport operators; and
(5) contract service providers.

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38. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BONAMICI OF OREGON OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle A of title IV, add the following new section:

SEC. 4___. AVIATION CONSUMER ADVOCATE AND COMPLAINT RESOLUTION IMPROVEMENT.

(a) IN GENERAL.—The Secretary of Transportation shall review aviation consumer complaints received that allege a violation of law and, as appropriate, pursue enforcement or corrective actions that would be in the public interest.

(b) CONSIDERATIONS.—In considering which cases to pursue for enforcement or corrective action under subsection (a), the Secretary shall consider—

(1) the requirements of the Air Carrier Access Act of 1986 (Public Law 99–435; 100 Stat. 1080);
(2) unfair and deceptive practices by air carriers, foreign air carriers, and ticket agents;
(3) the terms and conditions agreed to between passengers and air carriers, foreign air carriers, or ticket agents;
(4) aviation consumer protection and tarmac delay contingency planning requirements for both airports and airlines; and
(5) any other applicable law.

(c) AVIATION CONSUMER ADVOCATE.—

(1) IN GENERAL.—Within the Aviation Consumer Protection Division of the Department of Transportation, there shall be established the position of Aviation Consumer Advocate.
(2) FUNCTIONS.—The Aviation Consumer Advocate shall—
(A) assist consumers in resolving carrier service complaints filed with the Aviation Consumer Protection Division;
(B) evaluate the resolution by the Department of Transportation of carrier service complaints;
(C) identify and recommend actions the Department can take to improve the enforcement of aviation consumer protection rules and resolution of carrier service complaints; and
(D) identify and recommend regulations and policies that can be amended to more effectively resolve carrier service complaints.

(d) ANNUAL REPORTS.—The Secretary, acting through the Aviation Consumer Advocate, shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives an annual report summarizing the following:

(1) The total number of annual complaints received by the Secretary, including the number of complaints by the name of each air carrier and foreign air carrier.

(2) The total number of annual complaints by category of complaint.

(3) The number of complaints referred in the preceding year for enforcement or correction action by the Secretary.

(4) Any recommendations under subparagraphs (C) and (D) of subsection (c)(2).

(5) Such other data as the Aviation Consumer Advocate considers appropriate.

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39. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LANGEVIN OF RHODE ISLAND OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle B of title IV, add the following:

SEC. 44__. REGULATIONS ENSURING ASSISTANCE FOR INDIVIDUALS WITH DISABILITIES IN AIR TRANSPORTATION.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Secretary of Transportation shall—

(1) review, and if necessary revise, applicable regulations to ensure that individuals with disabilities who request assistance while traveling in air transportation receive dignified, timely, and effective assistance at airports and on aircraft from trained personnel; and

(2) review, and if necessary revise, applicable regulations related to air carrier training programs for air carrier personnel, including contractors, who provide physical assistance to passengers with disabilities to ensure that training under such programs—

(A) occurs on an appropriate schedule for all new and continuing personnel charged with providing physical assistance; and

(B) includes, as appropriate, instruction by personnel, with hands-on training for employees who physically lift or otherwise physically assist passengers with disabilities, including the use of relevant equipment.

(b) TYPES OF ASSISTANCE.—The assistance referred to subsection (a)(1) may include requests for assistance in boarding or deplaning an aircraft, requests for assistance in connecting between flights, and other similar or related requests, as appropriate.

(c) AIR CARRIER DEFINED.—In this section, the term "air carrier" means an air carrier or foreign air carrier (as those terms are defined in section 40102(a) of title 49, United States Code).

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40. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE O'HALLERAN OF ARIZONA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 190, after line 6, insert the following (and redesignate accordingly):

(b) REQUIRED ANALYSIS ON COMMUNITIES.—In carrying out subsection (a)(2)(E) the Comptroller General shall include, for each option for further reform, an analysis of the impact on local economies of communities with airports receiving Essential Air Service funding, access to air travel for residents of rural communities and the impact to local businesses in such communities.

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41. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE HIGGINS OF LOUISIANA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title IV, insert the following:

SEC. 6___. AUTHORIZATION OF CERTAIN FLIGHTS BY STAGE 2 AIRPLANES.

(a) IN GENERAL.—Notwithstanding section 47534 of title 49, United States Code, not late than 180 days after the date of the enactment of this Act, the Administrator of the Federal Aviation Administration shall initiate a pilot program to permit the operator of a Stage 2 airplane to operate that airplane in revenue and nonrevenue service into medium hub airports or nonhub airports if—

(1) the airport—

(A) is certified under part 139 of 14, Code of Federal Regulations;

(B) has a runway that—

(i) is longer than 8,000 feet and not less than 200 feet wide; and

(ii) is load bearing with a pavement classification number of not less than 38;

(C) has a maintenance facility with a maintenance certificate issued under part 145 of such title; and

(D) certifies annually to the Administrator that the airport intends to continue participating in the pilot program;

(2) the operator of the Stage 2 airplane operates not more than 10 flights per month using that airplane; and

(3) revenue flights will be limited to flights transporting specific and necessary equipment to maintain or improve the vital industry of small rural communities.

(b) TERMINATION.—The regulations required by subsection (a) shall terminate on the earlier of—

(1) the date that is 10 years after the date of the enactment of the Act; or

(2) the date on which the Administrator determines that no Stage 2 airplane remain in service.

(c) DEFINITIONS.—In this section:

(1) MEDIUM HUB AIRPORT; NONHUB AIRPORT.—The terms "medium hub airport" and "nonhub airport" have the meanings given those terms in section 40102 of the title 49, United States Code.

(2) STAGE 2 AIRPLANE.—The term "Stage 2 airplane" has the meaning given that term in section 91.851 of title 14, Code of Federal Regulations (as in effect on the day before the date of the enactment of this Act).

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42. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DEFAZIO OF OREGON OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 214, strike lines 11 through 15.

Page 215, beginning on line 13, strike "Pursuant to section 828 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 44701 note), not" and insert "Not".

Page 216, strike lines 1 through 5 and insert the following:

(1) ICAO TECHNICAL INSTRUCTIONS.—The term "ICAO Technical Instructions" means the International Civil Aviation Or-

ganization Technical Instructions for the Safe Transport of Dangerous Goods by Air (as amended, including any amendments adopted after the date of enactment of this Act).

At the end of title V, add the following:

SEC. _____. UNITED STATES LEADERSHIP.

Section 828 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 44701 note), and the item relating to such section in the table of contents of such Act, is repealed.

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43. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE ESPAILLAT OF NEW YORK OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 266, line 25, strike the semicolon and insert ", including the fees charged to ground transportation providers for airport access;".

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44. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CUELLAR OF TEXAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end title V, insert the following:

SEC. 5___. AVAILABILITY OF SLOTS AND SLOT EXEMPTIONS FOR AIR CARRIERS AT RONALD REAGAN WASHINGTON NATIONAL AIRPORT.

(a) DEFINITIONS.—In this section:

(1) NEW ENTRANT AIR CARRIER; LIMITED INCUMBENT AIR CARRIER; SLOT.—The terms "new entrant air carrier", "limited incumbent air carrier" and "slot" have the meanings given those terms in section 41714(h) of title 49, United States Code.

(2) LARGE HUB AIRPORT; MEDIUM HUB AIRPORT; SMALL HUB AIRPORT; NONHUB AIRPORT.—The terms "large hub airport", "medium hub airport", "small hub airport", and "nonhub airport" have the meanings given those terms in section 40102 of title 49, United States Code.

(3) PERIMETER RESTRICTION.—The term "perimeter restriction" means the restriction under section 49109 of title 49, United States Code, on the operation of aircraft nonstop in air transportation between Ronald Reagan Washington National Airport and another airport that is more than 1,250 statute miles away from Ronald Reagan Washington National Airport.

(b) LIMITED SLOT CONVERSIONS FOR BEYOND PERIMETER OPERATIONS AT RONALD REAGAN WASHINGTON NATIONAL AIRPORT.—

(1) AUTHORIZATION OF ADDITIONAL SLOT EXEMPTIONS.—Notwithstanding sections 49104(a)(5), 49109, and 41714 of title 49, United States Code, not later than 90 days after the date of the enactment of this Act, the Secretary shall, by order, grant exemptions from the requirements of subparts K and S of part 93 of title 14, Code of Federal Regulations, to enable air carriers to operate limited frequencies and aircraft on routes between Ronald Reagan Washington National Airport and airports located beyond the perimeter restriction.

(2) BEYOND-PERIMETER OPERATIONS.—The Secretary shall make available, upon request, not more than 4 exemptions made available under paragraph (1) to each air carrier that—

(A) sells flights in its own name;

(B) has daily scheduled service at Ronald Reagan Washington National Airport as of the date of the enactment of this Act; and

(C) commits, in using such an exemption—

(i) to discontinue the use of a slot for service between Ronald Reagan Washington National Airport and a large hub airport within the perimeter restriction and to operate, in place of such service, service between Ronald Reagan Washington National Airport and a large hub airport, medium hub airport, small hub airport, or nonhub airport located—

(I) beyond the perimeter restriction that has no daily nonstop air service to Ronald Reagan Washington National Airport as of January 1, 2018; and

(II) within 25 miles of a military medical center, an extremity injury and amputee center of excellence, as defined by the Duncan Hunter National Defense Authorization Act for Fiscal Year 2009, or a traumatic brain injury or burn treatment facility; and

(ii) to file a notice of intent with the Secretary to inform the Secretary of any change in circumstances concerning the use of the exemption that specifies the airport to be served using the exemption, the type of aircraft to be used, and the slot the carrier is discontinuing under clause (i).

(3) AIR CARRIER DISCRETION.—Except with respect to the requirements of paragraph (2), an air carrier that receives an exemption under paragraph (1) shall have sole discretion concerning the use of the exemption, including the selection of the initial airport and any subsequent airports to be served.

(4) RETURN OF WITHIN-PERIMETER SLOTS.—An air carrier shall be entitled to the return by the Secretary of a slot for flights within the perimeter restriction if the use of an exemption made available to the air carrier under paragraph (1) is discontinued.

(5) PROHIBITION AGAINST TRANSFERS.—In accordance with section 41714(j) of title 49, United States Code, an exemption granted under paragraph (1) to an air carrier may not be bought, sold, leased, or otherwise transferred by the air carrier.

(c) APPLICABILITY.—

(1) IN GENERAL.—The provisions of subsections (b) shall be suspended for not more than one year if the Secretary makes a determination that changes to air transportation at Ronald Reagan Washington National Airport pursuant to this section are not in the public interest.

(2) RENEWALS.—The Secretary may renew the suspension of subsection (b) pursuant to paragraph (1) for additional periods of not more than one year if the Secretary updates the determination under that paragraph before the end of the preceding one-year period.

(3) REPORTS TO CONGRESS.—The Secretary shall notify the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastruc-

ture of the House of Representatives not later than 14 calendar days after making a determination under paragraph (1) and shall specify, in that notification, the reasons for the determination.

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45. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SANFORD OF SOUTH CAROLINA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, add the following:

SEC. ___. STUDY ON AIRPORT REVENUE DIVERSION.

(a) STUDY.—Not later than 180 days after the date of enactment of this Act, the Comptroller General of the United States shall initiate a study of—

(1) the legal and financial challenges related to repealing the exception in section 47107(b)(2) of title 49, United States Code, for those airports the Federal Aviation Administration has identified are covered by the exception; and

(2) measures that may be taken to mitigate the impact of repealing the exception.

(b) CONTENTS.—The study required under subsection (a) shall address—

(1) the level of revenue diversion at the airports covered by the exception described in subsection (a)(1) and the uses of the diverted revenue;

(2) the terms of any bonds or financial covenants an airport owner has issued relying on diverted airport revenue;

(3) applicable local laws or ordinances requiring use of airport revenue for non-airport purposes;

(4) whether repealing the exception would improve the long-term financial performance of impacted airports; and

(5) any other practical implications of repealing the exception for airports or the national aviation system.

(c) REPORT.—Not later than 18 months after the date of enactment of this Act, the Comptroller General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study.

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46. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE COHEN OF TENNESSEE OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, add the following:

SEC. 5___. ACCESS OF AIR CARRIERS TO INFORMATION ABOUT APPLICANTS TO BE PILOTS FROM NATIONAL DRIVER REGISTER.

Section 30305(b)(8) of title 49, United States Code, is amended to read as follows:

"(8)(A) An individual who is seeking employment by an air carrier as a pilot may request the chief driver licensing official of a State to provide information about the individual under subsection (a) of this section to the prospective employer of the individual, the authorized agent of the prospective employer, or the Secretary of Transportation.

"(B) An air carrier that is the prospective employer of an individual described in subparagraph (A), or an authorized agent of such an air carrier, may request and receive information about that individual from the National Driver Register through an organization approved by the Secretary for purposes of requesting, receiving, and transmitting such information directly to the prospective employer of such an individual or the authorized agent of the prospective employer.

"(C) Information may not be obtained from the National Driver Register under this paragraph if the information was entered in the Register more than 5 years before the request unless the information is about a revocation or suspension still in effect on the date of the request.".

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47. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BURGESS OF TEXAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Add at the end of title V the following:

SEC. 543. PROHIBITION REGARDING WEAPONS.

(a) IN GENERAL.—Unless authorized by the Administrator of the Federal Aviation Administration, a person may not operate an unmanned aircraft or unmanned aircraft system that is equipped or armed with a dangerous weapon.

(b) DANGEROUS WEAPON DEFINED.—In this section, the term "dangerous weapon" has the meaning given that term in section 930(g)(2) of title 18, United States Code.

(c) PENALTY.—A person who violates this section is liable to the United States Government for a civil penalty of not more than $25,000 for each violation.

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48. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE FLEISCHMANN OF TENNESSEE OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V add the following:

SEC. ___. GEOSYNTHETIC MATERIALS.

The Administrator of the Federal Aviation Administration, to the extent practicable, shall encourage the use of durable, resilient, and sustainable materials and practices, including the use of geosynthetic materials and other innovative technologies, in carrying out the activities of the Federal Aviation Administration.

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49. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE PERLMUTTER OF COLORADO OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, insert the following:

SEC. 5___. HELICOPTER FUEL SYSTEM SAFETY.

(a) IN GENERAL.—Chapter 447 of title 49, United States Code, is further amended by adding at the end the following:

"§ 44738. Helicopter fuel system safety

"(a) PROHIBITION.—

"(1) IN GENERAL.—A person may not operate a covered rotorcraft in United States airspace unless the design of the rotorcraft is certified by the Administrator of the Federal Aviation Administration to—

"(A) comply with the requirements applicable to the category of the rotorcraft under paragraphs (1), (2), (3), (5), and (6) of section 27.952(a), section 27.952(c), section 27.952(f), section 27.952(g), section 27.963(g) (but allowing for a minimum puncture force of 250 pounds if successfully drop tested in-structure), and section 27.975(b) or paragraphs (1), (2), (3), (5), and (6) of section 29.952(a), section 29.952(c), section 29.952(f), section 29.952(g),section 29.963(b) (but allowing for a minimum puncture force of 250 pounds if successfully drop tested in-structure), and 29.975(a)(7) of title 14, Code of Federal Regulations, as in effect on the date of enactment; or

"(B) employ other means acceptable to the Administrator to provide an equivalent level of fuel system crash resistance.

"(2) COVERED ROTORCRAFT DEFINED.—In this subsection, the term 'covered rotorcraft' means a rotorcraft not otherwise required to comply with section 27.952, section 27.963, and section 27.975, or section 29.952, section 29.963, and section 29.975 of title 14, Code of Federal Regulations as in effect on the date of enactment for which manufacture was completed, as determined by the Administrator, on or after the date that is 18 months after the date of enactment of this section.

"(b) ADMINISTRATIVE PROVISIONS.—The Administrator shall—

"(1) expedite the certification and validation of United States and foreign type designs and retrofit kits that improve fuel system crashworthiness; and

"(2) not later than 180 days after the date of enactment of this section, and periodically thereafter, issue a bulletin to—

"(A) inform rotorcraft owners and operators of available modifications to improve fuel system crashworthiness; and

"(B) urge that such modifications be installed as soon as practicable.

"(c) RULE OF CONSTRUCTION.—Nothing in this section may be construed to affect the operation of a rotorcraft by the Department of Defense.".

(b) CLERICAL AMENDMENT.—The analysis for chapter 447 of title 49, United States Code, is amended by adding at the end the following:

"44738. Helicopter fuel system safety.".

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50. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MENG OF NEW YORK OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Add at the end of title V the following:

SEC. _____. RULE FOR ANIMALS.

Not later than 1 year after the date of enactment of this Act, the Secretary shall issue a rule to require each primary airport (as defined in section 47102 of title 49, United States Code) to provide

a designated area for animals, traveling with their owners, to relieve themselves.

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51. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MITCHELL OF MICHIGAN OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V of the bill, add the following:

SEC. _____. ENHANCED AIR TRAFFIC SERVICES.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator shall establish a pilot program to provide air traffic control services on a preferential basis to aircraft equipped with certain NextGen avionics that—

(1) lasts at least 2 years; and

(2) operates in at 3 least suitable airports.

(b) DURATION OF DAILY SERVICE.—The air traffic control services provided under the pilot program established under subsection (a) shall occur for at least 3 consecutive hours between 0600 and 2200 local time during each day of the pilot program.

(c) AIRPORT SELECTION.—The Administrator shall designate airports for participation in the pilot program after consultation with aircraft operators, manufacturers, and airport sponsors.

(d) DEFINITIONS.—

(1) CERTAIN NEXTGEN AVIONICS.—The term "certain NextGen avionics" means those avionics and related software designated by the Administrator after consultations with aircraft operators and manufacturers.

(2) PREFERENTIAL BASIS.—The term "preferential basis" means—

(A) prioritizing aircraft equipped with certain NextGen avionics during a Ground Delay Program by assigning them fewer minutes of delay relative to other aircraft; and

(B) sequencing aircraft equipped with certain NextGen avionics ahead of other aircraft in the Traffic Flow Management System to the maximum extent consistent with safety.

(e) SUNSET.—The pilot program established under subsection (a) shall terminate on September 30, 2023.

(f) REPORT.—Not later than 90 days after the date on which the pilot program terminates, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the pilot program.

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52. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MITCHELL OF MICHIGAN OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V of the bill, add the following:

SEC. 511___. NEXTGEN DELIVERY STUDY.

(a) STUDY.—Not later than 180 days after the enactment of this Act, the Inspector General of the Department of Transportation shall initiate a study of the potential impacts of a significantly delayed, significantly diminished, or completely failed delivery of the Next Generation Air Transportation System modernization initia-

tive by the Federal Aviation Administration, including impacts to the air traffic control system and the national airspace system as a whole.

(b) SCOPE OF STUDY.—In carrying out the study under subsection (a), the Inspector General shall assess the Administration's performance related to the Next Generation Air Transportation System modernization initiative, including—

(1) the potential impacts on the operational efficiency of our aviation system;

(2) an analysis of potential economic losses and stranded investments directly related to NextGen;

(3) an analysis of the potential impacts to our international competitiveness in aviation innovation;

(4) an analysis of the main differences that would be seen in our air traffic control system;

(5) the potential impacts on the flying public, including potential impacts to flight times, fares, and delays in the air and on the ground;

(6) the effects on supply chains reliant on air transportation of cargo;

(7) the potential impacts on the long-term benefits promised by NextGen;

(8) an analysis of the potential impacts on aircraft noise and flight paths;

(9) the potential changes in separation standards, fuel consumption, flight paths, block times, and landing procedures or lack thereof;

(10) the potential impacts on aircraft taxi times and aircraft emissions or lack thereof;

(11) a determination of the total potential costs and logistical challenges of the failure of NextGen, including a comparison of the potential loss of the return on public and private sector investment related to NextGen, as compared to other available investment alternatives, between December 12, 2003 and the date of enactment of this Act; and

(12) other matters arising in the course of the study.

(c) REPORT.—Not later than 1 year after the date of initiation of the study under subsection (a), the Inspector General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study.

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53. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CRAWFORD OF ARKANSAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, add the following:

SEC. ___. APPLICATION OF CERTAIN PROCEDURAL RULES FOR REGULATIONS ON HOURS OF SERVICE.

The requirement under section 31136(g)(1)(A) of title 49, United States Code, shall not apply with respect to any rulemaking relating to hours of service requirements under subchapter III of chapter 311 of title 49, United States Code, or chapter 315 of title 49,

United States Code, until the date that is 2 years after the date of enactment of this Act.

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54. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DEGETTE OF COLORADO OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, add the following new section:

SEC. 543. LIMITED REGULATION OF NON-FEDERALLY SPONSORED PROPERTY.

(a) IN GENERAL.—Except as provided by subsection (b), the Secretary of Transportation may not directly or indirectly regulate—

(1) the acquisition, use, lease, encumbrance, transfer, or disposal of land by an airport owner or operator;

(2) any non-Federal facility upon such land; or

(3) any portion of such land or facility.

(b) EXCEPTIONS.—Subsection (a) does not apply to any regulation—

(1) ensuring—

(A) the safe and efficient operation of aircraft and airports, including the safety of people and property on the ground;

(B) that an airport owner or operator receives not less than fair market value for the lease, use, encumbrance, transfer, or disposal of land, any facilities on such land, or any portion of such land or facilities; or

(C) that the airport pays not more than fair market value for the acquisition of land or facilities on such land; or

(2) imposed with respect to—

(A) any land or a facility acquired or modified using—

(i) Federal financial assistance, including Federal grants; or

(ii) passenger facility charge revenues collected under section 40117 of title 49, United States Code; or

(B) any land conveyed to the airport, including its predecessors or successors, by the United States or any agency thereof.

(c) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to affect the applicability of section 47107(b) or 47133 of title 49, United States Code, to revenues generated by the use, lease, encumbrance, transfer, or disposal of land as described in subsection (a), facilities upon such land, or any portion of such land or facilities.

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55. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BANKS OF INDIANA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, insert the following:

SEC. 5___. NATIONAL AIRMAIL MUSEUM.

(a) FINDINGS.—Congress finds that—

(1) in 1930, commercial airmail carriers began operations at Smith Field in Fort Wayne, Indiana;

(2) the United States lacks a national museum dedicated to airmail; and

(3) the airmail hangar at Smith Field in Fort Wayne, Indiana—

(A) will educate the public on the role of airmail in aviation history; and

(B) honor the role of the hangar in the history of the Nation's airmail service.

(b) DESIGNATION.—

(1) IN GENERAL.—The airmail museum located at the Smith Field in Fort Wayne, Indiana, is designated as the "National Airmail Museum".

(2) EFFECT OF DESIGNATION.—The national museum designated by this section is not a unit of the National Park System and the designation of the National Airmail Museum shall not require or permit Federal funds to be expended for any purpose related to that national memorial.

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56. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SINEMA OF ARIZONA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, add the following new section:

SEC. 5___. REVIEW OF APPROVAL PROCESS FOR USE OF LARGE AIR TANKERS AND VERY LARGE AIR TANKERS FOR WILDLAND FIREFIGHTING.

(a) REVIEW AND IMPROVEMENT OF CURRENT APPROVAL PROCESS.—The Administrator of the Federal Aviation Administration shall conduct a review of its process to approve the use of large air tankers and very large air tankers for wildland firefighting for the purpose of—

(1) determining the current effectiveness, safety, and consistency of the approval process;

(2) developing recommendations for improving the effectiveness, safety, and consistency of the approval process; and

(3) assisting in developing standardized next-generation requirements for air tankers used for firefighting.

(b) REPORTING REQUIREMENT.—Not later than 1 year after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall submit to Congress a report describing the outcome of the review conducted under subsection (a).

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57. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BIGGS OF ARIZONA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, insert the following:

SEC. 5___. REPORT ON BAGGAGE REPORTING REQUIREMENTS.

Not later than 6 months after the date of enactment of this Act, the Secretary of Transportation shall—

(1) study and publicize for comment a cost-benefit analysis to air carriers and consumers of changing the baggage reporting requirements of section 234.6 of title 14, Code of Federal Regulations, before the implementation of such requirements; and

(2) submit a report on the findings of the cost-benefit analysis to the appropriate committees of the House of Representatives and the Senate.

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58. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE ESTY OF CONNECTICUT OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, insert the following:

SEC. 5___. SUPPORTING WOMEN'S INVOLVEMENT IN THE AVIATION FIELD.

(a) ADVISORY BOARD.—To encourage women and girls to enter the field of aviation, the Administrator of the Federal Aviation Administration shall create and facilitate the Women in Aviation Advisory Board (referred to in this Act as the "Board"), with the objective of promoting organizations and programs that are providing education, training, mentorship, outreach, and recruitment of women into the aviation industry.

(b) COMPOSITION.—The Board shall consist of members whose diverse background and expertise allows them to contribute balanced points of view and ideas regarding the strategies and objectives set forth in subsection (f).

(c) SELECTION.—Not later than 9 months after the date of enactment of this Act, the Administrator shall appoint members of the Board, including representatives from the following:

(1) Major airlines and aerospace companies.

(2) Nonprofit organizations within the aviation industry.

(3) Aviation business associations.

(4) Engineering business associations.

(5) United States Air Force Auxiliary, Civil Air Patrol.

(6) Institutions of higher education and aviation trade schools.

(d) PERIOD OF APPOINTMENT.—Members shall be appointed to the Board for the duration of the existence of the Board.

(e) COMPENSATION.—Board members shall serve without compensation.

(f) DUTIES.—Not later than 18 months after the date of enactment of this Act, the Board shall present a comprehensive plan for strategies the Administration can take, which include the following objectives:

(1) Identifying industry trends that directly or indirectly encourage or discourage women from pursuing careers in aviation.

(2) Coordinating the efforts of airline companies, nonprofit organizations, and aviation and engineering associations to facilitate support for women pursuing careers in aviation.

(3) Creating opportunities to expand existing scholarship opportunities for women in the aviation industry.

(4) Enhancing aviation training, mentorship, education, and outreach programs that are exclusive to women.

(g) REPORTS.—

(1) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Board shall submit a report outlining the comprehensive plan for strategies pursuant to subsection (f) to—

(A) the Committee on Transportation and Infrastructure of the House of Representatives;

(B) the Committee on Commerce, Science, and Transportation of the Senate; and

(C) the Administrator.

(2) AVAILABILITY ONLINE.—The Administrator shall make the report publicly available online and in print.

(h) SUNSET.—The Board shall terminate upon the submittal of the report pursuant to subsection (g).

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59. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GRAVES OF MISSOURI OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, insert the following:

SEC. 5___. GAO STUDY ON THE EFFECT OF GRANTING AN EXCLUSIVE RIGHT OF AERONAUTICAL SERVICES TO AN AIRPORT SPONSOR.

(a) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Administrator of the General Accountability Office shall conduct a study to examine the cases in which an airport sponsor exercised an exclusive right (commonly known as a "proprietary exclusive right"), as described in the Federal Aviation Advisory Circular 150/1590-6 published on January 4, 2007.

(b) REPORT.—At the end of the 2-year period under subsection (a), the Administrator shall submit the findings of such report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

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60. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE ROHRABACHER OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V of the bill, add the following:

SEC. 5___. COASTAL OVERFLIGHT.

The Administrator of the Federal Aviation Administration shall ensure that all aircraft transitioning from flight over ocean to flight over land shall fly at a safe altitude. Such altitude shall not be lower than specific flight operations require.

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61. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE KILMER OF WASHINGTON OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, insert the following:

SEC. 543. EVALUATION OF AIRPORT MASTER PLANS.

Section 47106 of title 49, United States Code, is amended by adding at the end the following:

"(h) EVALUATION OF AIRPORT MASTER PLANS.—When evaluating the master plan of an airport for purposes of this subchapter, the Secretary shall take into account—

"(1) the role the airport plays with respect to medical emergencies and evacuations; and

"(2) the role the airport plays in emergency or disaster preparedness in the community served by the airport.".

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62. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE PANETTA OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V of the bill, add the following:

SEC. 5___. STUDY REGARDING DAY-NIGHT AVERAGE SOUND LEVELS.

(a) STUDY.—The Administrator of the Federal Aviation Administration shall evaluate alternative metrics to the current average day night level standard, such as the use of actual noise sampling and other methods, to address community airplane noise concerns.

(b) REPORT.—Not later than 180 days after the date of enactment of this Act, the Administrator shall submit to Congress a report on the results of the study, including a description of the proposed structure of a recommended pilot program.

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63. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE KING OF IOWA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V of the bill, add the following:

SEC. ___. PREVAILING RATE OF WAGE REQUIREMENTS.

None of the funds made available by this Act, including the amendments made by this Act, may be used to implement, administer, or enforce the prevailing rate of wage requirements in subchapter IV of chapter 31 of title 40, United States Code (commonly referred to as the Davis-Bacon Act).

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64. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE HILL OF ARKANSAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V (page 267, after line 10), insert the following:

SEC. 543. REPORT ON STATUS OF AGREEMENT BETWEEN FAA AND LITTLE ROCK PORT AUTHORITY.

(a) REPORT REQUIREMENT.—Not later than 30 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the agreement between the Federal Aviation Administration and the Little Rock Port Authority to relocate the Little Rock, Very High Frequency Omnidirectional Range with Collocated Tactical Air Control and Navigation (LIT VORTAC).

(b) REPORT CONTENTS.—The report required under subsection (a) shall include the following:

(1) The status of the efforts by the Federal Aviation Administration to relocate the LIT VORTAC.

(2) The long-term and short-term budget projections for the relocation project.

(3) A description of and timeline for each phase of the relocation project.

(4) A description of and explanation for the required location radius.

(5) A description of work completed by the Federal Aviation Administration as of the date of the report.

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65. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LOWEY OF NEW YORK OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, insert the following:

SEC. ___. STUDY ON ALLERGIC REACTIONS.

Not later than 120 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall—

(1) study the prevalence of allergic reactions on board flights, whether airlines universally report reactions to the Federal Aviation Administration, and the frequency of first aid inventory checks to ensure medicine to prevent anaphylactic shock is in an aircraft; and

(2) submit a report to the Committees on Transportation and Infrastructure, Energy and Commerce, and Appropriations of the House of Representatives and the Committees on Commerce, Science, and Transportation, Health, Education, Labor, and Pensions, and Appropriations of the Senate.

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66. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE FORTENBERRY OF NEBRASKA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, insert the following:

SEC. 5___. SAFETY EQUIPMENT STORAGE FACILITIES.

Section 47102(3) of title 49, United States Code, is amended by adding at the end the following:

"(P) Constructing storage facilities to shelter snow removal equipment or aircraft rescue and firefighting equipment that is owned by the airport sponsor and used exclusively to maintain safe airfield operations, up to the facility size necessary to accommodate the types and quantities of equipment prescribed by the FAA, regardless of whether Federal funding was used to acquire the equipment.".

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67. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BEYER OF VIRGINIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, add the following:

SEC. ___. NATIONAL CAPITAL REGION HELICOPTER FLIGHT PATHS.

(a) IN GENERAL.—With respect to the National Capital Region, the Administrator of the Federal Aviation Administration shall review and revise helicopter flight paths, including those used by the Department of Defense and all military helicopters, identifying and issuing new official paths for areas in which helicopters may be able to fly at higher altitudes.

(b) CONSIDERATIONS.—In carrying out the review and revision under subsection (a), the Administrator must consider—

(1) residents living below the flight paths;

(2) national security and emergency flight paths, which shall only be used in cases of emergency; and

(3) fixed-wing plane flight paths.

(c) DEFINITION OF NATIONAL CAPITAL REGION.—In this section, the term "National Capital Region" means—

(1) the District of Columbia;

(2) Prince Georges and Montgomery Counties in Maryland;

(3) Arlington, Fairfax, Loudoun, and Prince William Counties in Virginia; and

(4) all cities and towns included within the outer boundaries of the foregoing counties.

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68. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SMITH OF NEBRASKA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, add the following:

SEC. ___. GAO STUDY ON AVIATION WORKFORCE.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Comptroller General of the United States shall initiate a study, based on previous studies, that looks at the current and future supply of individuals in the aviation workforce.

(b) REVIEW.—In carrying out the study, the Comptroller General shall review, at a minimum—

(1) the current state of the aviation workforce;

(2) barriers to entry into the aviation workforce; and

(3) options to increase the future supply of individuals in the aviation workforce.

(c) SUBMISSION.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study, including any findings and recommendations.

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69. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SUOZZI OF NEW YORK OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, add the following:

SEC. ___. REPORT ON AIRLINE AND PASSENGER SAFETY.

(a) REPORT.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on airline and passenger safety.

(b) CONTENTS.—The report required under subsection (a) shall include—

(1) the average age of commercial aircraft owned and operated by United States air carriers;

(2) the over-all use of planes, including average lifetime of commercial aircraft;

(3) the number of hours aircraft are in flight over the life of the aircraft and the average number of hours on domestic and international flights, respectively; and

(4) the impact of metal fatigue on aircraft usage and safety;

(5) a review on contractor assisted maintenance of commercial aircraft; and

(6) a re-evaluation of the rules on inspection of aging airplanes.

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70. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE WATERS OF CALIFORNIA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, add the following:

SEC. 543. REPORT ON AIRCRAFT DIVERSIONS FROM LAX TO HAWTHORNE MUNICIPAL AIRPORT.

Not later than 1 year after the date of the enactment of this Act, the Administrator of the Federal Aviation Administration shall issue and make available to the public a report on diversions of aircraft from Los Angeles International Airport (LAX) to Hawthorne Municipal Airport, also known as Jack Northrop Field, in the City of Hawthorne, California. This report shall cover at least the previous one-year period and include the total number of aircraft diversions, the average number of diversions per day, the types of aircraft diverted, and the reasons for the diversions.

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71. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE PEARCE OF NEW MEXICO OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, insert the following:

SECTION _____. FORMER MILITARY AIRPORTS.

Section 47118(a) of title 49, United States Code, is amended—

(1) in paragraph (1)(C) by striking "or" at the end;

(2) in paragraph (2) by striking the period at the end and inserting "; or"; and

(3) by adding at the end the following:

"(3) the airport is—

"(A) a former military installation; and

"(B) a primary airport.".

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72. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE FLEISCHMANN OF TENNESSEE OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, insert the following new section:

SEC. 543. USE OF STATE HIGHWAY SPECIFICATIONS.

Section 47114(d)(5) of title 49, United States Code, is amended to read as follows:

"(5) USE OF STATE HIGHWAY SPECIFICATIONS.—The Secretary shall use the highway specifications of a State for airfield pavement construction and improvement using funds made available under this subsection at nonprimary airports serving aircraft that do not exceed 60,000 pounds gross weight if—

"(A) such State requests the use of such specifications; and

"(B) the Secretary determines that—

"(i) safety will not be negatively affected; and

"(ii) the life of the pavement, with necessary maintenance and upkeep, will not be shorter than it would be if constructed using Administration standards.".

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73. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE TAKANO OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, insert the following:

SEC. 5___. SENSE OF CONGRESS.

It is the sense of Congress that the Administrator of the Federal Aviation Administration and the Secretary should produce a smart airports initiative plan that focuses on creating a more consumer-friendly and digitally connected airport experience. The plan should include recommendations on modernizing technologies to provide more efficient check-ins, shortened security lines, Wi-Fi and GPS upgrades, as well as improvements of aircraft turnaround for on-time boarding and flights. The purpose of the initiative is to invest in technologies and infrastructure toward better-connected airports while providing appropriate national security and cybersecurity for travelers.

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74. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SPEIER OF CALIFORNIA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, insert the following:

SEC. 5___. OXYGEN MASK DESIGN STUDY.

Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall conduct a study to review and evaluate the design and effectiveness of commercial aircraft oxygen masks. In conducting the study, the Administrator shall determine whether the current design of oxygen masks is adequate, and whether changes to the design could increase correct passenger usage of the masks.

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75. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LEWIS OF MINNESOTA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, insert the following:

SEC. ___. METROPOLITAN PLANNING ORGANIZATIONS.

Section 134(d)(4) of title 23, United States Code, is amended by striking "Nothing" and inserting "Except with respect to a metropolitan planning organization whose structure consists of no local elected officials, nothing".

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76. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GIBBS OF OHIO OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, add the following:

SEC. 5___. STANDARDS FOR PILOTS.

(a) AGE ADJUSTMENT.—Section 44729(a) of title 49, United States Code, is amended by striking "covered operations until attaining 65 years of age" and inserting "covered operations described under subsection (b)(1) until attaining 65 years of age and covered operations described under subsection (b)(2) until attaining 70 years of age".

(b) COVERED OPERATIONS.—Section 44729(b) of title 49, United States Code, is amended by striking "means operations under part

121 of title 14, Code of Federal Regulations." and inserting "means—

"(1) operations under part 121 of title 14, Code of Federal Regulations; and

"(2) operations by a person that—

"(A) holds an air carrier certificate issued pursuant to part 119 to conduct operations under part 135 of title 14, Code of Federal Regulations; and

"(B) qualifies as a program manager under subpart K of part 91 of title 14, Code of Federal Regulations; and

"(C) performed an aggregate total of at least 150,000 turbojet operations in—

"(i) calendar year 2017; or

"(ii) any subsequent year.".

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect 1 year after the date of enactment of this Act.

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77. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE HASTINGS OF FLORIDA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, add the following:

SEC. 5___. STUDY REGARDING TECHNOLOGY USAGE AT AIRPORTS.

Not later than 6 months after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall conduct a study and report the findings of such study to the appropriate committees of Congress regarding—

(1) technology developed by international entities (including foreign nations and companies) that have been installed in American airports and aviation systems over the past decade, including the nation where the technology was developed and the any airports utilizing the technology; and

(2) aviation safety related technology developed and implemented by international entities with proven track records of success that may assist in establishing best practices to improve American aviation operations and safety.

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78. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LIPINSKI OF ILLINOIS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Add at the end of title V of the bill, the following:

SEC. 5___. INTERLINING.

Not later than 1 year after the date of enactment of this Act, the Secretary of Transportation shall issue a final rule requiring an air carrier to seek, in the event of a delay exceeding 3 hours, cancellation, or misconnection as a result of circumstances or an event within an air carrier's control, as determined by the Secretary of Transportation, alternative transportation for displaced passengers, including aboard another air carrier capable of transporting the passenger to his or her originally scheduled destination, and to accept, for a reasonable fee, the passengers of another air carrier who have been displaced by circumstances or an event within that air carriers control, as determined by the Secretary of Transportation, or if the passenger has been involuntarily denied boarding due to a lack of available seats.

SEC. 5___. IMPROVED ACCOMMODATION OF DISPLACED PASSENGERS.

Not later than 1 year after the enactment of this Act, the Secretary of Transportation shall modify part 259 of title 14, Code of Federal Regulations to include the following:

(1) ADOPTION OF PLAN.—Each covered carrier shall adopt a contingency plan for lengthy terminal delays for its scheduled flights at each large hub airport, medium hub airport, small hub airport and non-hub airport in the United States at which it operates or markets such air transportation service and shall adhere to its plan's terms.

(2) CONTENTS OF PLAN.—Each contingency plan for any delay, cancellation, or misconnection, affecting a passenger who has been involuntarily denied boarding as a result of circumstances or an event within an air carrier's control, as determined by the Administration of the Federal Aviation Administration (except in the case in which the flight crew determines that a passenger poses a danger to the safety of the flight), shall include, at a minimum, the following:

(A) ESSENTIAL NEEDS.—An air carrier shall ensure that essential needs, including food, water, restroom facilities, and assistance in the case of a medical emergency are met. If the only available seating on the carrier's next flight to the passenger's destination is a higher class of service than purchased, the carrier shall transport the passenger on the flight at no additional cost.

(B) MEAL VOUCHER.—In the case of a delay exceeding 4 hours, the air carrier shall provide a meal voucher or, if at the request of the passenger, cash equivalent to the value of a meal voucher. An air carrier shall not be liable to reimburse the passenger for expenses related to meals if the passenger did not accepted such compensation when offered.

(C) LODGING, TRANSPORTATION, AND OTHER VOUCHERS.—

(i) IN GENERAL.—In the case of a delay, cancellation, or misconnection as a result of circumstances or an event within an air carrier's control, as determined by the Secretary of Transportation, of which any portion exceeding 2 hours occurs between the period of time between 10 p.m. and 3 a.m., local time, of the following day, and with no guarantee of reaccommodation aboard another flight to the passenger's destination within the following 2 hours after the initial 2-hour delay, an air carrier shall provide the passenger with lodging, transportation to and from the airport to the place of lodging, and meal expenses. At the request of the passenger, the carrier shall alternatively compensate such passenger with the cash equivalent to the value of the lodging, meals, and transportation, or a voucher of equivalent value for future travel on the carrier.

(ii) LODGING UNAVAILABLE.—If lodging is unavailable, an carrier shall compensate a passenger with the cash equivalent to the value of the lodging, meals, and transportation, or, at the request of the passenger, a

voucher of equivalent value for future travel on the carrier.

(iii) PROXIMITY TO RESIDENCE.—The provisions of clauses (i) and (ii) shall not apply to a passenger whose permanent residence is 60 miles or less from the airport where such delay, cancellation, or misconnection occurred.

(iv) FAILURE TO ACCEPT INITIAL COMPENSATION.—An air carrier shall not be liable to reimburse the passenger for expenses related to meals if the passenger did not accept such compensation when offered.

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79. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DENHAM OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, insert the following:

SEC. 5___. FEDERAL AUTHORITY.

(a) IN GENERAL.—Section 14501(c) of title 49, United States Code, is amended—

(1) in paragraph (1) by striking "paragraphs (2) and (3)" and inserting "paragraphs (3) and (4)";

(2) by redesignating paragraphs (2) through (5) as paragraphs (3) through (6) respectively;

(3) by inserting after paragraph (1) the following:

"(2) ADDITIONAL LIMITATION.—

"(A) IN GENERAL.—A State, political subdivision of a State, or political authority of 2 or more States may not enact or enforce a law, regulation, or other provision having the force and effect of law prohibiting employees whose hours of service are subject to regulation by the Secretary under section 31502 from working to the full extent permitted or at such times as permitted under such section, or imposing any additional obligations on motor carriers if such employees work to the full extent or at such times as permitted under such section, including any related activities regulated under part 395 of title 49, Code of Federal Regulations.

"(B) STATUTORY CONSTRUCTION.—Nothing in this paragraph shall be construed to limit the provisions of paragraph (1).";

(4) in paragraph (3) (as redesignated) by striking "Paragraph (1)—" and inserting "Paragraphs (1) and (2)—"; and

(5) in paragraph (4)(A) (as redesignated) by striking "Paragraph (1)" and inserting "Paragraphs (1) and (2)".

(b) EFFECTIVE DATE.—The amendments made by this section shall have the force and effect as if enacted on the date of enactment of the Federal Aviation Administration Authorization Act of 1994 (Public Law 103–305).

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80. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DENHAM OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, add the following:

SEC. _____. APPLICATIONS FOR DESIGNATION.

Section 2209 of the FAA Extension, Safety, and Security Act of 2016 (49 U.S.C. 40101 note) is amended—

(1) in subsection (b)(1)(C)—

(A) by redesignating clause (iv) as clause (v); and

(B) by inserting after clause (iii) the following:

"(iv) Railroad facilities."; and

(2) by adding at the end the following:

"(e) DEADLINES.—

"(1) Not later than December 31, 2018, the Administrator shall publish a notice of proposed rulemaking to carry out the requirements of this section.

"(2) Not later than 12 months after publishing the notice of proposed rulemaking under paragraph (1), the Administrator shall issue a final rule.".

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81. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GONZÁLEZ-COLÓN OF PUERTO RICO OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, insert the following:

SEC. _____. STUDY.

(a) IN GENERAL.—Not later than 6 months after the date of enactment of this Act, the Comptroller General of the United States shall begin a study of international air cargo services among the United States and Central American, South American, and Caribbean Basin countries, that—

(1) analyzes the supply of and demand for air cargo transportation services among the United States and Central American, South American, and Caribbean Basin countries;

(2) analyzes the supply of and demand for air cargo transportation services between—

(A) the United States, Central American, South American, and Caribbean Basin countries; and

(B) Africa and Europe;

(3) identifies the busiest routes in terms of cargo capacity and frequency of air service;

(4) identifies any air carrier or foreign air carrier hubs in Central American, South American, and Caribbean Basin countries at which a significant amount of air cargo is sorted, handled, or consolidated for transportation to or from the United States;

(5) identifies any air carrier or foreign air carrier hubs in the United States at which a significant amount of air cargo is sorted, handled, or consolidated for transportation to or from Central American, South American, and Caribbean Basin countries.

(6) identifies any significant gaps in the air cargo services or cargo air carrier networks—

(A) among the countries described in paragraph (2)(A);

(B) between such countries and Africa; and

(C) between such countries and Europe; and

(7) assesses the possible impact of the establishment of an air carrier hub in Puerto Rico at which air cargo is sorted, han-

dled, or consolidated for transportation to or from the United States, including the impact on—

(A) the employment rate and economy of Puerto Rico;

(B) domestic and foreign air transportation of cargo;

(C) United States competitiveness in the air transportation of cargo;

(D) air cargo operations at other airports in the United States; and

(E) domestic air carrier employment.

(b) REPORT.—Not later than 12 months after the date of enactment of this Act, the Comptroller General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study described in subsection (a).

(c) DEFINITION.—The term "Caribbean Basin countries" has the same meaning given the term "Caribbean Basin country" in section 501 of the Food for Peace Act (7 U.S.C. 1737).

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82. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DOGGETT OF TEXAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, insert the following:

SEC. 543. APPLICABILITY OF MEDICAL CERTIFICATION STANDARDS TO OPERATORS OF AIR BALLOONS.

(a) SHORT TITLE.—This section may be cited a the "Commercial Balloon Pilot Safety Act of 2018".

(b) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall revise section 61.3(c) of title 14, Code of Federal Regulations (relating to second-class medical certificates), to apply to an operator of an air balloon to the same extent such regulations apply to a pilot flight crewmember of other aircraft.

(c) AIR BALLOON DEFINED.—In this section, the term "air balloon" has the meaning given the term "balloon" in section 1.1 of title 14, Code of Federal Regulations (or any corresponding similar regulation or ruling).

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83. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CARTER OF GEORGIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 267, after line 10, insert the following:

SEC. 543. COST-EFFECTIVENESS ANALYSIS OF EQUIPMENT RENTAL.

(a) COST-EFFECTIVENESS ANALYSIS OF EQUIPMENT RENTAL.—

(1) IN GENERAL.—With respect to any cost-effectiveness analysis for equipment acquisition conducted on or after the date that is 180 days after the date of the enactment of this Act, the head of each executive agency shall consider equipment rental in such cost-effectiveness analysis.

(2) FEDERAL ACQUISITION REGULATION.—The Federal Acquisition Regulation shall be revised to implement the requirement under paragraph (1).

(b) STUDY OF COST-EFFECTIVENESS ANALYSIS.—Not later than 2 years after the date of the enactment of this Act, the Comptroller

General of the United States shall submit to the Committee on Oversight and Government Reform of the House of Representatives and the Committee on Homeland Security and Governmental Affairs of the Senate a comprehensive report on the decisions made by the executive agencies with the highest levels of acquisition spending, and a sample of executive agencies with lower levels of acquisition spending, to acquire high-value equipment by lease, rental, or purchase pursuant to subpart 7.4 of the Federal Acquisition Regulation.

(c) DEFINITIONS.—In this section:

(1) EQUIPMENT RENTAL.—The term "equipment rental" means the acquisition of equipment by contract from a commercial source for a temporary period of use with no fixed duration.

(2) EXECUTIVE AGENCY.—The term "executive agency" has the meaning given that term in section 102 of title 40, United States Code.

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84. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE COMSTOCK OF VIRGINIA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 267, after line 10, insert the following:

SEC. ___. SPACEPORTS.

(a) SENSE OF CONGRESS ON STATE SPACEPORT CONTRIBUTIONS.—It is the Sense of Congress that—

(1) State government-owned and -operated spaceports have contributed hundreds of millions of dollars in infrastructure improvements to the national space launch infrastructure, providing the United States Government and commercial customers with world-class space launch and processing infrastructure that is necessary to support continued American leadership in space;

(2) State spaceports play a critical role in providing resiliency and redundancy in the national launch infrastructure to support national security and civil government capabilities, and should be recognized as a critical infrastructure in Federal strategy and planning;

(3) continued State and local government investments at Federal and non-Federal launch facilities should be encouraged and to the maximum extent practicable supported in Federal policies, planning and infrastructure investment considerations, including through Federal-State partnerships;

(4) there is currently no Federal infrastructure investment program funding or encouraging State and local government investment in spaceport infrastructure, unlike Federal grant programs to encourage continued investment in all other modes of transportation, including aviation, highways, ports, and rail, which limits opportunities for the Federal government to leverage and coordinate infrastructure investments with State and local governments;

(5) Federal investments in space infrastructure should enable partnerships between Federal agencies with state spaceports to modernize and enable expanded 21st century space

transportation infrastructure, especially multi-modal networks needed for robust space transportation that support national security, civil, and commercial launch customers; and

(6) States that have made investments to build, maintain, operate, and improve capabilities for national security, civil, and commercial customers should be commended for their infrastructure contributions to both Federal and non-Federal launch sites, and encouraged through a variety of programs and policies to continue these investments in the national interest.

(b) ESTABLISHMENT OF OFFICE OF SPACEPORTS.—

(1) ESTABLISHMENT OF OFFICE OF SPACEPORTS.—Title 51, United States Code, is amended by adding at the end of subtitle V the following:

"CHAPTER 515—OFFICE OF SPACEPORTS

"Sec.
"51501. Establishment of Office of Spaceports.

"§ 51501. Establishment of Office of Spaceports

"(a) ESTABLISHMENT OF OFFICE.—Not later than 90 days after the date of enactment of this section, the Administrator of the Federal Aviation Administration shall identify, within the Office of Commercial Space Transportation, a centralized policy office to be known as the Office of Spaceports.

"(b) PURPOSE.—The purpose of the Office of Spaceports shall be to support, promote, and enable infrastructure improvements at Federal Aviation Administration-licensed spaceports in the United States.

"(c) FUNCTIONS.—The Office of Spaceports shall—

"(1) support licensing activities for launch sites;

"(2) develop and implement policies that promote infrastructure improvements at licensed public launch sites;

"(3) provide technical assistance, guidance, and support to licensed public spaceports;

"(4) promote United States licensed spaceports within the Department; and

"(5) strengthen the Nation's competitiveness in launch infrastructure and increase resilience for the Federal Government and commercial customers.

"(d) RECOGNITION.—In carrying out the functions assigned in subsection (c), the Secretary shall recognize the unique needs and distinctions of spaceports that—

"(1) launch to orbit; and

"(2) are involved in suborbital launch activities.

"(e) DIRECTOR.—The Associate Administrator for Commercial Space Transportation of the Federal Aviation Administration shall designate a Director of the Office of Spaceports.

"(f) DEFINITIONS.—In this section:

"(1) The term 'spaceport' means a launch site that is licensed by the Federal Aviation Administration.

"(2) The term 'public spaceport' means a launch site that is licensed by the Federal Aviation Administration and is owned or operated by a State or local governmental entity, including political subdivisions of a State or local government.".

(2) TECHNICAL AND CONFORMING AMENDMENT.—The table of chapters of title 51, United State Code, is amended by adding at the end of subtitle V the following:

"515. Office of Spaceports ..... 51501".

(c) REPORT ON NATIONAL SPACEPORTS POLICY.—

(1) FINDINGS.—Congress finds the following:

(A) A robust network of space transportation infrastructure, including spaceports licensed by the Federal Aviation Administration, is vital to the growth of the domestic space industry and America's competitiveness and access to space.

(B) Non-Federal spaceports licensed by the Federal Aviation Administration have significantly increased the launch infrastructure of the United States through significant investments by State and local governments, which have encouraged greater private investment.

(C) These spaceports have led to the development of a growing number of orbital and suborbital launch sites that are available to the national security, civil, and commercial space customers at minimal cost to the Federal Government.

(D) The Federal Government, led by the Secretary of Transportation, should seek to promote the growth, resilience, and capabilities of this space infrastructure through policies and through partnerships with State and local governments.

(2) REPORT.—Not later than 1 year after the date of enactment of this Act, the Secretary of Transportation shall submit to Congress a report that—

(A) evaluates the Federal Government's national security and civil space launch demands and the needs of the United States and international commercial markets;

(B) proposes policies and programs designed to ensure a robust and resilient orbital and suborbital spaceport infrastructure to serve and capitalize on these launch opportunities;

(C) reviews the development and investments made by international competitors in foreign spaceports;

(D) makes recommendations on how the Federal Government can support, encourage, promote, and facilitate greater investments in infrastructure at public spaceports licensed by the Federal Aviation Administration; and

(E) considers and makes recommendations about how spaceports licensed by the Federal Aviation Administration can fully support and enable the national space policy.

(3) UPDATES TO THE REPORT.—Not later than 3 years after the date of enactment of this Act and every 2 years thereafter, the Secretary shall—

(A) update the previous report prepared under this subsection; and

(B) submit the updated report to Congress.

(4) CONSULTATIONS REQUIRED.—In preparing the reports required by this subsection, the Secretary shall consult with individuals including—

(A) the Secretary of Defense;

(B) the Administrator of the National Oceanic and Atmospheric Administration;

(C) the Administrator of the National Aeronautics and Space Administration; and

(D) interested persons at spaceports, State and local governments, and industry.

(d) REPORT ON SPACE TRANSPORTATION INFRASTRUCTURE MATCHING GRANTS.—

(1) GAO STUDY AND REPORT.—The Comptroller General of the United States shall conduct a study regarding spaceport activities carried out pursuant to chapters 509 and 511 of title 51, United States Code, including—

(A) an assessment of potential mechanisms to provide Federal support to spaceports, including the airport improvement program established under subchapter I of chapter 471 of title 49, United States Code, and the program established under chapter 511 of title 51, United States Code;

(B) recommendations for potential funding options, including funds that may be collected from launch providers or launch customers; and

(C) any necessary changes to improve the spaceport application review process.

(2) CONSULTATION.—In carrying out the study described in paragraph (1), the Comptroller General shall consult with sources from each component of the launch process, including interested persons in industry and government officials at the Federal, State, and local levels.

(3) USER-FUNDED SPACEPORTS.—In reviewing funding options, the Comptroller General shall distinguish between spaceports that are funded by users and those that are not.

(4) REPORT.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall submit to Congress a report containing results of the study conducted under paragraph (1).

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85. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LANCE OF NEW JERSEY OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 267, after line 10, insert the following:

SEC. ___. REPORT.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act (except as described in subsection (d)), the Administrator of the Federal Aviation Administration shall submit to the appropriate congressional committees a report containing the results of the study described in subsection (b).

(b) RECOMMENDATIONS.—The Administrator shall make recommendations based on—

(1) an analysis of—

(A) the economic effects of temporary flight restrictions, particularly temporary flight restrictions issued pursuant to section 91.141 of title 14, Code of Federal Regulations, on airports or aviation-related businesses located or based in an area covered by the temporary flight restriction; and

(B) potential options and recommendations for mitigating identified negative economic effects on airports or aviation-related businesses located or based in an area frequently covered by a temporary flight restriction; and

(2) an analysis of the potential for using security procedures similar to those described in the Maryland Three Program (allowing properly vetted private pilots to fly to, from, or between the three general aviation airports closest to the National Capital Region) during temporary flight restrictions in the following airports:

(A) Solberg Airport.

(B) Somerset Airport.

(C) Palm Beach County Park Airport (also known as Lantana Airport).

(c) COLLABORATION.—In making the recommendations described in subsection (b), the Administrator shall consult with—

(1) industry stakeholders; and

(2) the head of any other agency that, in the Administrator's determination, is a stakeholder agency.

(d) SPECIAL DEADLINE.—Not later than 90 days after the date of enactment of this Act, the Administrator shall submit to the appropriate congressional committees a report containing the results of the portion of the study described in subsection (b)(1)(A).

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86. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE JAYAPAL OF WASHINGTON OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 267, after line 10, insert the following:

SEC. ___. STUDY ON INFRASTRUCTURE NEEDS OF FAST-GROWING AIRPORTS.

(a) STUDY.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall enter into an agreement with an institution of higher education to conduct a study on the infrastructure needs of airports—

(1) in metropolitan statistical areas with an average 5-year, year-to-year population growth rate between 6 and 13 percent; and

(2) with an average 5-year, year-to-year passenger growth rate between 7 and 10 percent.

(b) CONTENTS.—The study conducted pursuant to subsection (a) shall include—

(1) an assessment of the infrastructure needs of the airports described in subsection (a);

(2) an examination of how such infrastructure needs are related to the population and economic growth of relevant metropolitan statistical areas;

(3) an assessment of the infrastructure funding and financing tools available to such airports;

(4) the development of recommendations on additional funding and financing tools that may provide significant new revenues and flexibility;

(5) an estimate of the population and economic growth rate of the relevant metropolitan statistical areas over the next 10 years; and

(6) the development of recommendations on how such airports can best fund the infrastructure necessary to accommodate—

(A) increases in passenger growth; and

(B) population and economic growth in the relevant metropolitan statistical areas.

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87. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LYNCH OF MASSACHUSETTS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 267, after line 10, insert the following:

SEC. ___. INSTALLATION OF OVERFLIGHT NOISE MITIGATION DEVICES.

To reduce the impact of overflight noise on local communities, the Administrator of the Federal Aviation Administration shall engage and cooperate with air carriers to identify and facilitate opportunities for the air carriers to retrofit aircraft with devices that mitigate noise, including vortex generators.

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88. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MENG OF NEW YORK OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 267, after line 10, insert the following:

SEC. ___. GLOBAL-SCALE PROBABILISTIC CONVECTION GUIDANCE.

The Administrator of the Federal Aviation Administration shall develop global-scale probabilistic convection guidance capability.

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89. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MENG OF NEW YORK OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 267, after line 10, insert the following:

SEC. ___. AIRCRAFT NOISE RESEARCH AND MITIGATION STRATEGY.

Not later than 1 year from the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall submit to the Committee on Transportation and Infrastructure, the Committee on Science, Space, and Technology, and the Committee on Appropriations of the House of Representatives and the Committee on Commerce, Science, and Transportation and the Committee on Appropriations of the Senate a 5-year aircraft noise research and mitigation strategy.

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90. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MENG OF NEW YORK OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 267, after line 10, insert the following:

SEC. ___. ALTERNATIVE AIRPLANE NOISE METRIC EVALUATION DEADLINE.

Not later than 1 year from the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall complete the ongoing evaluation of alternative metrics to the current Day Night Level (DNL) 65 standard.

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91. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MEADOWS OF NORTH CAROLINA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 267, after line 10, insert the following:

SEC. ___. PERFORMANCE-BASED STANDARDS.

The Administrator of the Federal Aviation Administration shall, to the maximum extent possible and consistent with Federal law, and based on input by the public, ensure that regulations, guidance, and policies issued by the Federal Aviation Administration on and after the date of enactment of this Act are issued in the form of performance-based standards, providing an equal or higher level of safety.

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92. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DESAULNIER OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 267, after line 10, insert the following:

SEC. 543. REPORT TO CONGRESS.

Not later than 90 days after the date of enactment of this section, the Administrator of the Federal Aviation Administration, in consultation with the National Transportation Safety Board, shall issue a report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate that—

(1) provides a technical review of systems capable of detecting wrong surface alignment to determine whether the capability exists to detect imminent wrong-surface landings at each airport where such a system is in use; and

(2) includes information gathered from the use of Airport Surface Surveillance Capability System (ASSC) at San Francisco International Airport since July 2017.

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93. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DESAULNIER OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 267, after line 10, insert the following:

SEC. 543. REPORT AND RECOMMENDATIONS ON CERTAIN AVIATION SAFETY RISKS.

Not later than one year after the date of the enactment of this Act, the Administrator of the Federal Aviation Administration shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that—

(1) identifies safety risks associated with power outages at airports caused by weather or other factors, and recommends actions to improve resilience of aviation communication, navigation, and surveillance systems in the event of such outages; and

(2) reviews alerting mechanisms, devices, and procedures for enhancing the situational awareness of pilots and air traffic controllers in the event of a failure or an irregularity of run-

way lights, and provides recommendations on the further implementation of such mechanisms, devices, or procedures.

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94. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DESAULNIER OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 267, after line 10, insert the following:

SEC. 543. REPORT TO CONGRESS.

Not later than 90 days after the date of enactment of this section, the Administrator of the Federal Aviation Administration, in consultation with the National Transportation Safety Board, shall issue a report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate that reviews the relative benefits and risks of requiring the use of runway awareness and advisory systems in turbine-powered airplanes under the provisions of part 121 or part 129 of title 14, Code of Federal Regulations.

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95. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DESAULNIER OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 267, after line 10, insert the following:

SEC. ___ REVIEW OF FAA'S AVIATION SAFETY INFORMATION ANALYSIS AND SHARING SYSTEM.

(a) AUDIT BY DEPARTMENT OF TRANSPORTATION INSPECTOR GENERAL.—

(1) IN GENERAL.—Not later than 90 days after the enactment of this Act, the Inspector General shall initiate a follow-up review of the Federal Aviation Administration's (FAA) Aviation Safety Information Analysis and Sharing (ASIAS) System to assess FAA's efforts and plans to improve the system.

(2) REVIEW.—The review should include, at a minimum, an evaluation of FAA's efforts to improve the ASIAS system's predictive capabilities and solutions developed to more widely disseminate results of ASIAS data analyses, as well as an update on previous Inspector General recommendations to improve this safety analysis and sharing system.

(3) REPORT.—The Inspector General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of its review and any recommendations to improve FAA's ASIAS system.

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96. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE ZELDIN OF NEW YORK OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 267, after line 10, insert the following:

SEC. ___. MANDATORY USE OF THE NEW YORK NORTH SHORE HELICOPTER ROUTE.

(a) PUBLIC COMMENT PERIOD.—

(1) IN GENERAL.—The Administrator of the Federal Aviation Administration shall provide notice of, and an opportunity for, at least 60 days of public comment with respect to the regulations in subpart H of part 93 of title 14, Code of Federal Regulations.

(2) TIMING.—The public comment period required under paragraph (1) shall begin not later than 30 days after the date of enactment of this Act.

(b) PUBLIC HEARING.—Not later than 30 days after the date of enactment of this Act, the Administrator shall hold a public hearing in the communities impacted by the regulations described in subsection (a)(1) to solicit feedback with respect to the regulations.

(c) REVIEW.—Not later than 30 days after the date of enactment of this Act, the Administrator shall initiate a review of the regulations described in subsection (a)(1) that assesses the—

(1) noise impacts of the regulations for communities, including communities in locations where aircraft are transitioning to or from a destination or point of landing;

(2) enforcement of applicable flight standards, including requirements for helicopters operating on the relevant route to remain at or above 2,500 feet mean sea level; and

(3) availability of alternative or supplemental routes to reduce the noise impacts of the regulations, including the institution of an all water route over the Atlantic Ocean.

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97. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LAWRENCE OF MICHIGAN OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 267, after line 10, insert the following:

SEC. 543. STUDY ON DIVERSITY OF CYBERSECURITY WORKFORCE OF FAA.

(a) STUDY.—Not later than 1 year after the date of the enactment of this Act, the Administrator of the Federal Aviation Administration shall enter into an agreement with the National Academy of Sciences to conduct a study on the diversity of the cybersecurity workforce of the Administration in order to develop recommendations to increase the size, quality, and diversity of such workforce, including cybersecurity researchers and specialists.

(b) REPORT TO CONGRESS.—Not later than 180 days after the completion of the study conducted under subsection (a), the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of such study.

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98. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LAWRENCE OF MICHIGAN OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 267, after line 10, insert the following:

SEC. 543. CYBERSECURITY AND ARTIFICIAL INTELLIGENCE STANDARDS PLAN.

Not later than 1 year after the date of the enactment of this Act, the Administrator of the Federal Aviation Administration shall, in consultation with the National Institute of Standards and Technology and the Committee on Technology of the National Science and Technology Council, transmit to the Committee on Transportation and Infrastructure of the House of Representatives, the Committee on Science, Space, and Technology of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate a report that contains a cybersecurity and artificial intelligence standards plan for Federal Aviation Administration operations that takes into consideration the influence of cybersecurity on artificial intelligence and of artificial intelligence on cybersecurity.

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99. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CÁRDENAS OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 267, after line 10, insert the following:

SEC. ___. SENSE OF CONGRESS ON HIRING VETERANS.

It is the sense of Congress that the aviation industry, including certificate holders under parts 121, 135, and 145 of title 14, Code of Federal Regulations, should hire more of the Nation's veterans.

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100. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LIPINSKI OF ILLINOIS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 267, after line 10, insert the following:

SEC. _____. GAO STUDY.

Not later than 1 year after the date of enactment of this Act, the Comptroller General shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report containing a review of the following:

(1) Direct and indirect effects on passengers, if any, resulting from significant computer network disruptions of 49 CFR Part 121 air carriers between January 1, 2014, and the date of enactment of this section, including—

(A) systemwide delays;

(B) flight cancellations; and

(C) disrupted or broken itineraries.

(2) An estimate of any expenses incurred by passengers during significant computer network disruptions, including—

(A) meals, lodging, and ancillary expenses per persons;

(B) late hotel check-in or car rental fees;

(C) missed cruise-ship departures; and

(D) lost productivity.

(3) Air carriers' contracts of carriage and interline agreements to determine if and how air carriers accommodate passengers affected by significant computer network disruptions on other air carriers or foreign air carriers.

(4) Whether passengers who have been displaced by significant computer network disruptions are furnished with alternative transportation aboard another air carrier or foreign air carrier.

(5) Costs incurred by airports, if any, to meet the essential needs of passengers, including increased demands on utilities, food concessionaires, restroom facilities, and security staffing, during significant computer network disruptions.

(6) Other costs, if any, incurred by passengers, airports, and other entities as a direct result of significant computer network disruptions.

(7) Processes, plans, and redundancies in place at air carriers to respond to and recover from such network disruptions.

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101. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MOORE OF WISCONSIN OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 267, after line 11, insert the following:

SEC. 543. PROMPT PAYMENTS.

(a) REPORTING OF COMPLAINTS.—Not later than 30 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall ensure that each airport that participates in the Program tracks, and reports to the Administrator, the number of covered complaints made in relation to activities at that airport.

(b) IMPROVING COMPLIANCE.—

(1) IN GENERAL.—The Administrator shall take actions to assess and improve compliance with prompt payment requirements under part 26 of title 49, Code of Federal Regulations.

(2) CONTENTS OF ASSESSMENT.—In carrying out paragraph (1), the Administrator shall assess—

(A) whether requirements relating to the inclusion of prompt payment language in contracts are being satisfied;

(B) whether and how airports are enforcing prompt payment requirements;

(C) the processes by which covered complaints are received and resolved by airports;

(D) whether improvements need to be made to—

(i) better track covered complaints received by airports; and

(ii) assist the resolution of covered complaints in a timely manner;

(E) the effectiveness of alternative dispute resolution mechanisms with respect to resolving covered complaints;

(F) best practices that ensure prompt payment requirements are satisfied;

(G) the Federal Aviation Administration resources, including staff, that are dedicated to helping resolve covered complaints; and

(H) how the Federal Aviation Administration can enhance efforts to resolve covered complaints, including by using timelines and providing additional staffing and other resources.

(3) REPORTING.—The Administrator shall make available to the public on an appropriate website operated by the Administrator a report describing the results of the assessment completed under this subsection, including a plan to respond to such results.

(c) DEFINITIONS.—In this section, the following definitions apply:

(1) COVERED COMPLAINT.—The term "covered complaint" means a complaint relating to an alleged failure to satisfy a prompt payment requirement under part 26 of title 49, Code of Federal Regulations.

(2) PROGRAM.—The term "Program" means the airport disadvantaged business enterprise program referenced in section 140(a) of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 47113 note).

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102. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE THOMPSON OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 270, line 21, strike "and" at the end.

Page 271, line 2, strike the quotation marks and both periods and insert a semicolon.

Page 271, after line 2, insert the following:

"(13) removing standing burned trees; and

"(14) replacing water systems that have been burned and have caused contamination.".

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103. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE KEATING OF MASSACHUSETTS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 273, line 12, strike "; and" and insert a semicolon.

Page 273, line 16, strike the period and insert "; and".

Page 273, after line 16, insert the following:

(3) how State, Tribal, and local governments, first responders, utility companies, hospitals, nursing homes, and other long-term care facilities should develop a strategy to coordinate emergency response plans, including the activation of emergency response plans, in anticipation of a major disaster, including severe weather events.

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104. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GRAVES OF LOUISIANA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 294, strike lines 5 through 8, and insert the following:

SEC. 618. RIGHT OF ARBITRATION.

Section 423 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5189a) is amended by adding at the end the following:

"(d) RIGHT OF ARBITRATION.—

"(1) IN GENERAL.—Notwithstanding this section, an applicant for assistance under this title may request arbitration to dispute the eligibility for assistance or repayment of assistance provided for a project of more than $100,000 for any disaster that occurred after January 1, 2016. Such arbitration shall be

conducted de novo by the Civilian Board of Contract Appeals and the decision of such Board shall be binding.

"(2) ELIGIBILITY.—To participate in arbitration under this subsection, an applicant—

"(A) shall submit the dispute to the arbitration process established under the authority granted under section 601 of Public Law 111-5; and

"(B) may submit a request for arbitration in lieu of an appeal under subsection (a) at any time before the Administrator of FEMA has issued a final agency determination.".

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105. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MEADOWS OF NORTH CAROLINA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 297, line 12, insert "the Disaster Assistance Working Group of the Council of the Inspectors General on Integrity and Efficiency," after "Development,".

Page 297, line 22, insert "the Disaster Assistance Working Group of the Council of the Inspectors General on Integrity and Efficiency," after "Development,".

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106. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BLUMENAUER OF OREGON OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Add at the end of title VI:

SEC. 637. ELIGIBILITY FOR CODE IMPLEMENTATION AND ENFORCEMENT.

Section 402 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170a) is amended—

(1) by striking "and" at the end of paragraph (4);

(2) by redesignating paragraph (5) as paragraph (6); and

(3) by inserting after paragraph (4) the following:

"(5) provide assistance to State and local governments for building code and floodplain management ordinance administration and enforcement, including inspections for substantial damage compliance.".

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107. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GRAVES OF LOUISIANA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title VI, insert the following:

SEC. 6___. REIMBURSEMENT.

The Federal Emergency Management Agency (FEMA) shall retroactively reimburse State and local units of government (for a period of 3 years after the declaration of a major disaster under section 401 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170)) upon determination that a locally-implemented housing solution, implemented by State or local units of government, costs 50 percent of comparable FEMA so-

lution or whatever the locally-implemented solution costs, whichever is lower.

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108. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GRAVES OF LOUISIANA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title VI, insert the following:

SEC. 6___ FLOOD INSURANCE.

Section 406(d)(1) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5172(d)(1)) is amended by adding at the end the following: "This section shall not apply to more than one building of a multi-structure educational, law enforcement, correctional, fire, or medical campus, effective January 1, 2016."

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109. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE JACKSON LEE OF TEXAS OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title VI, insert the following:

SEC. _____. GAO REPORT ON LONG-TERM RECOVERY EFFORTS.

(a) IN GENERAL.—Not later than 240 days after the date of enactment of this Act, the Comptroller General shall submit to Congress a report on long-term recovery efforts following Hurricane Andrew, the attacks of September 11, 2001, Hurricane Katrina, Hurricane Ike, and Hurricane Sandy.

(b) CONTENT OF REPORT.—The report shall contain the following:

(1) Information on defining a long-term recovery, the stages of a long-term recovery, and the transition from Federal Government management of long-term recovery efforts to State and local leadership.

(2) An assessment of the personnel needed, and the types of expertise or certifications required to accomplish the administration and management of recovery efforts for each of the disasters described in subsection (a).

(3) An analysis of the success and efficiency of the long-term disaster recovery, and best practices learned that may be applied to future long-term disaster recovery plans.

(4) Recommendations of the Comptroller General for what should be defined as a long-term disaster recovery project using existing authority and responsibility of the Federal Emergency Management Agency (FEMA) to advise and make recommendations to the President regarding Presidential Disaster Declarations.

(5) Recommendations of FEMA on the capacity and competence of FEMA to manage multiple major Presidential Disaster Declarations simultaneously of the magnitude of 3, 4, or all 5 of the disasters described in subsection (a) occurring within weeks of each other.

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110. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BABIN OF TEXAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title VI, insert the following:

SEC. ___. CERTAIN RECOUPMENT PROHIBITED.

(a) IN GENERAL.—Notwithstanding any other provision of law, the Federal Emergency Management Agency shall deem any covered disaster assistance to have been properly procured, provided, and utilized, and shall restore any funding of covered disaster assistance previously provided but subsequently withdrawn or deobligated.

(b) COVERED DISASTER ASSISTANCE DEFINED.—In this section, the term "covered disaster assistance" means assistance—

(1) provided to a local government pursuant to section 403, 406, or 407 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170b, 5172, or 5173); and

(2) with respect to which, the Inspector General of the Department of Homeland Security has determined, after an audit, that—

(A) the Federal Emergency Management Agency deployed to the local government a Technical Assistance Contractor to review field operations, provide eligibility advice, and assist with day-to-day decisions;

(B) the Technical Assistance Contractor provided inaccurate information to the local government; and

(C) the local government relied on the inaccurate information to determine that relevant contracts were eligible, reasonable, and reimbursable.

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111. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE KEATING OF MASSACHUSETTS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title VI (page 322, after line 24), add the following new section:

SEC. 637. GUIDANCE AND TRAINING BY FEMA ON COORDINATION OF EMERGENCY RESPONSE PLANS.

(a) TRAINING REQUIREMENT.—The Administrator of the Federal Emergency Management Agency shall provide guidance and training on an annual basis to State, local, and Tribal governments, first responders, and facilities that store hazardous materials on coordination of emergency response plans in the event of a major disaster or emergency, including severe weather events. The guidance and training shall include the following:

(1) Providing a list of equipment required in the event a hazardous substance is released into the environment.

(2) Outlining the health risks associated with exposure to hazardous substances to improve treatment response.

(3) Publishing best practices for mitigating further danger to communities from hazardous substances.

(b) IMPLEMENTATION.—The requirement of subsection (a) shall be implemented not later than 180 days after the date of enactment of this Act.

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112. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MCCLINTOCK OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Strike section 451.

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113. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CARTWRIGHT OF PENNSYLVANIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Add at the end of the bill the following:

TITLE IX—PREPAREDNESS AND RISK MANAGEMENT FOR EXTREME WEATHER PATTERNS ASSURING RESILIENCE AND EFFECTIVENESS

SEC. 901. SHORT TITLE.

This title may be cited as the "Preparedness and Risk Management for Extreme Weather Patterns Assuring Resilience and Effectiveness Act of 2018" or the "PREPARE Act of 2018".

SEC. 902. INTERAGENCY COUNCIL ON EXTREME WEATHER RESILIENCE, PREPAREDNESS, AND RISK IDENTIFICATION AND MANAGEMENT.

(a) ESTABLISHMENT.—There is hereby established a council to be known as the "Interagency Council on Extreme Weather Resilience, Preparedness, and Risk Identification and Management".

(b) MEMBERSHIP.—The Interagency Council shall be composed of the following:

(1) Senior officials, to be appointed by the President, including representation from the following:

(A) The Council on Environmental Quality.
(B) The Office of Science and Technology Policy.
(C) The National Security Council.
(D) The Office of Management and Budget.
(E) The Department of Transportation.
(F) The Environmental Protection Agency.
(G) The National Oceanic and Atmospheric Administration.
(H) The Department of Energy.
(I) The Department of Homeland Security.
(J) The Federal Emergency Management Agency.
(K) The Department of Defense.
(L) The National Aeronautics and Space Administration.
(M) The Department of Agriculture.
(N) The Department of Housing and Urban Development.
(O) The Department of Justice.

(2) Senior officials, to be appointed by the President, who have relevant policy expertise and policy responsibilities, including in the following areas:

(A) Economic policy and risk analysis.
(B) Foreign affairs.
(C) Defense and intelligence.
(D) Homeland security.
(E) Energy.
(F) Environmental protection.
(G) Natural resources.
(H) Coasts, oceans, rivers, and floodplains.
(I) Agriculture.

(J) Health.
(K) Transportation and infrastructure.
(L) Housing.
(M) Education.
(N) Extreme weather data analysis or meteorological science.
(O) Social science.
(P) Strategic planning.
(Q) Urban and land use planning.
(R) Other areas the President determines appropriate.

(c) CO-CHAIRPERSONS.—

(1) IN GENERAL.—The Interagency Council shall be co-chaired by the Deputy Secretary of the Department of Homeland Security and the Deputy Director of the Office of Management and Budget. The President may appoint one or more additional members as co-chairs, as appropriate.

(2) DUTIES.—The co-chairpersons shall—

(A) oversee the Interagency Council's response to the Government Accountability Office's recommendations under subsection (f)(5);

(B) use the evaluation framework and performance metrics developed pursuant to subsection (f)(6) to evaluate agency progress in meeting the goals and implementing the priorities described in subsection (f)(1)(A); and

(C) work to ensure that sufficient resources are available for agencies to—

(i) meet the goals and implement the priorities described in subsection (f)(1)(A); and

(ii) implement the recommendations developed under subsection (f)(2).

(d) ADMINISTRATION.—The co-chairpersons of the Interagency Council (or staff designed by the co-chairpersons) shall provide administrative support and additional resources, as appropriate, to the Interagency Council to the extent permitted by law and within existing appropriations. The Interagency Council co-chairpersons shall determine the amount of funding and personnel necessary for the Interagency Council to carry out its duties and the amount of funding and personnel each agency represented on the Interagency Council should contribute in order for the Interagency Council to carry out such duties. Agencies shall, upon the request of the co-chairpersons of the Interagency Council, make available personnel, administrative support services, and information to the Interagency Council.

(e) STRUCTURE.—

(1) STEERING COMMITTEE.—The co-chairpersons of the Interagency Council shall designate a subset of members of the Interagency Council to serve on a steering committee. Such steering committee shall assist the Interagency Council in determining its priorities and its strategic direction.

(2) WORKING GROUPS.—The co-chairpersons of the Interagency Council and its steering committee may establish working groups as needed.

(f) DUTIES OF THE INTERAGENCY COUNCIL.—

(1) GOALS AND PRIORITIES.—

(A) IN GENERAL.—The Interagency Council shall establish Governmentwide goals and priorities for extreme weather resilience, preparedness, and risk identification and management. In establishing such goals and priorities, the Interagency Council shall consider the National Oil and Hazardous Substances Pollution Contingency Plan, agency continuity of operations plans, the National Preparedness Goal, the National Preparedness Report, the National Global Change Research Plan, the Mitigation Framework Leadership Group's National Mitigation Investment Strategy (if available), State and local mitigation plans, and all relevant provisions of the Government Accountability Office's High-Risk Series.

(B) COORDINATION.—In executing the duties pursuant to this subsection, the Interagency Council shall coordinate with other groups in the Federal Government focused on extreme weather mitigation and recovery (including the Mitigation Framework Leadership Group, the Recovery Support Functions Leaders Group, and the Emergency Support Functions Leaders Group), to avoid duplication among Federal activities to the extent practicable.

(C) INCORPORATION INTO AGENCY ACTIVITIES.—In carrying out subparagraph (A), the Interagency Council shall, in order to ensure that information relating to extreme weather resilience, preparedness, and risk identification and management is incorporated into everyday agency activities—

(i) work with agencies to assist such agencies in considering the goals and priorities described in subparagraph (A) in agency strategic, programmatic, and budget planning;

(ii) identify details to be included in agency extreme weather plans; and

(iii) work to identify and communicate localized extreme weather and natural hazard risk to the extent possible using the best available information regarding risk, and encourage the development of thorough, updated maps, models, and tools to measure and evaluate risk.

(2) PRIORITY INTERAGENCY FEDERAL ACTIONS.—The Interagency Council shall develop, recommend, coordinate, and track implementation of priority interagency Federal Government actions related to extreme weather resilience, preparedness, and risk identification and management.

(3) SUPPORT REGIONAL, STATE, AND LOCAL ACTIONS.—The Interagency Council shall support regional, State, and local action to assess extreme weather-related vulnerabilities and cost effectively increase extreme weather resilience, preparedness, and risk identification and management of communities, critical economic sectors, natural and built infrastructure, and natural resources, including by—

(A) conducting inventories under section 906;

(B) convening meetings under section 907;

(C) providing guidance to agencies to produce tools and products that enhance extreme weather resilience plan-

ning, risk knowledge, and actions for use in all levels of government, including guidance on how to prioritize funding in order to produce such tools and products; and

(D) reviewing State and local mitigation plans.

(4) METEOROLOGICAL AND EXTREME WEATHER SCIENCE.—The Interagency Council shall facilitate the integration of meteorological and extreme weather science, in addition to other scientific disciplines such as physical, natural, and social science that the Council determines to be appropriate, in the policies risk evaluation and communication, and planning of agencies and the private sector, including by—

(A) promoting the development of innovative, actionable, and accessible Federal extreme weather resilience, preparedness, and risk identification and management-related information, data, tools, and examples of successful actions at appropriate scales for decisionmakers; and

(B) providing such information, data, tools, and examples to the agency or agencies designated under section 904 to include on the website established and maintained or designated pursuant to such section.

(5) HIGH-RISK REPORT RECOMMENDATIONS.—The Interagency Council shall assess the specific recommendations relating to extreme weather in all relevant provisions of the Government Accountability Office's High-Risk Series, identify the feasibility of revising Federal programs to implement such recommendations, and develop a plan to address such recommendations when feasible that does not duplicate the National Preparedness Goal.

(6) FRAMEWORK AND PERFORMANCE METRICS.—The Interagency Council shall use existing and emerging science to develop or adopt—

(A) a framework for evaluating the progress and success of extreme weather resilience, preparedness, and risk identification and management-related efforts that is complementary to and not duplicative of any local or national indicator system developed as part of the National Preparedness Goal; and

(B) performance metrics that allow tracking of the actions taken and progress made toward meeting the goals and implementing the priorities described in paragraph (1)(A).

(7) RECOMMENDATIONS FOR THE CEQ AND OMB.—The Interagency Council shall provide to the Council on Environmental Quality, the Office of Management and Budget, and the Department of Homeland Security recommendations on how agencies should—

(A) develop or update agency extreme weather plans;

(B) remove barriers to State and local extreme weather resilience, preparedness, and risk identification and management, in agency regulations, guidance, and policies; and

(C) avoid duplication among Federal activities to the extent practicable.

(8) PUBLIC INPUT AND COMMENT.—The Interagency Council shall solicit and incorporate public input and comment as appropriate into the decisions of the Interagency Council.

(9) INVENTORY AND MEETINGS.—The Interagency Council shall conduct inventories under section 906 and convene meetings under section 907.

(10) DEFINITION OF EXTREME WEATHER.—The Interagency Council shall consider and may update, not less frequently than every two years, in consultation with appropriate scientific bodies, the definition of "extreme weather" and what other weather events (in addition to those described in section 909(3)) qualify as extreme weather for purposes of this title. The definition of "extreme weather" shall be published and updated, as necessary, on the website of the Council and in the Federal Register.

(11) OTHER DUTIES.—The Interagency Council shall carry out any other duties the co-chairpersons of the Interagency Council determine appropriate.

(12) PUBLIC INFORMATION.—The Interagency Council shall—

(A) make information available online—

(i) for tracking implementation of agency extreme weather plans and Governmentwide goals and priorities described in paragraph (1)(A);

(ii) on recommendations relating to extreme weather in all relevant provisions of the Government Accountability Office's High-Risk Series; and

(iii) on the results of the Council's efforts to identify nationwide and localized risks (including updated mapping efforts); and

(B) make such High-Risk Series and the reports submitted under paragraph (13) available as the Council determines appropriate.

(13) ANNUAL REPORT.—Not later than one year after the date of the enactment of this Act, and annually thereafter (concurrently with the United States Global Change Research Program Annual Report and the National Preparedness Report), the Interagency Council shall submit to Congress, and make available to the United States Global Change Research Program and the Federal Emergency Management Agency, a report that—

(A) describes how the goals and priorities described in paragraph (1)(A) are being met and implemented using—

(i) the performance metrics developed under paragraph (6)(B); and

(ii) information on—

(I) agency expenditures, broken down by program activity level if practicable, that are directly related to extreme weather resilience, preparedness, and risk identification and management, including extreme weather resilience, preparedness, and risk identification and management of Federal facilities; and

(II) the effectiveness of such expenditures, along with associated financial impacts and community,

infrastructure, and environmental benefits, to the extent such data are available;

(B) provides recommendations to enhance the effectiveness of such implementation and sets benchmarks to meet;

(C) describes the progress of the regional coordination efforts described in sections 906, 907, and 908; and

(D) includes a summary of public comments solicited under paragraph (8) and any action the Interagency Council took to respond to such comments.

(g) CONSULTATION.—In carrying out paragraphs (2) through (12) of subsection (f), the Interagency Council shall consult with agencies, State and local governments, academic and research institutions, and the private and nonprofit sectors.

(h) OMB GUIDANCE.—The Director of the Office of Management and Budget, taking into consideration the recommendations provided by the Interagency Council under subsection (f)(7), shall issue guidance to agencies on—

(1) developing agency extreme weather plans, which shall incorporate existing agency reports, where appropriate, to prevent duplication and reduce overlap; and

(2) developing agency regulations, guidance, and policies to remove barriers to State and local extreme weather resilience, preparedness, and risk identification and management.

SEC. 903. AGENCY PLANNING FOR EXTREME WEATHER-RELATED RISKS.

(a) AGENCY EXTREME WEATHER RESILIENCE, PREPAREDNESS, AND RISK IDENTIFICATION AND MANAGEMENT PLANS.—

(1) AGENCY SUBMISSION.—Not later than 1 year after the date of the enactment of this Act, and every 2 years thereafter, the head of each agency, in coordination with the Director of the Federal Emergency Management Agency to avoid duplication with the National Planning Frameworks, shall submit to the Director of the Office of Management and Budget and to the Interagency Council a comprehensive plan that integrates consideration of extreme weather into such agency's operations and overall mission objectives (hereinafter referred to as an "agency extreme weather plan").

(2) HEARING.—Not later than 1 year after the date of the enactment of this Act, and every 2 years thereafter, the Director of the Office of Management and Budget shall convene an interagency budget crosscut and policy hearing to review and integrate all the agency extreme weather plans and to ensure that such extreme weather plans and the activities of agencies align with the goals and priorities established under section 902(f)(1)(A).

(3) OMB SUBMISSION.—The Director of the Office of Management and Budget, upon receipt of all agency extreme weather plans in a given year, shall consolidate and submit to Congress such plans.

(b) INCLUSIONS.—Each agency extreme weather plan shall include—

(1) identification and assessment of extreme weather-related impacts on, and risks to—

(A) the agency's ability to accomplish its missions, operations, and programs over time periods to be designated by the Interagency Council; and

(B) State and local entities;

(2) identification and assessment of barriers posed by Federal programs the agency administers to State and local extreme weather resilience, preparedness, and risk identification and management efforts;

(3) a description of programs, policies, and plans the agency has already put in place, as well as additional actions the agency will take, to manage extreme weather risks in the near term and build resilience in the short and long term;

(4) a description of how the agency will consider the need to improve extreme weather resilience, preparedness, and risk identification and management, including the costs and benefits of such improvement, with respect to agency suppliers, supply chain, real property investments, and capital equipment purchases, including by updating agency policies for leasing, building upgrades, relocation of existing facilities and equipment, and construction of new facilities;

(5) a description of how the agency will support any ongoing or future public-private partnership to improve extreme weather resilience, preparedness, and risk identification and management, including the cost and benefits of technology and methodology improvements, hardening, or rapid restoration;

(6) a description of how the agency will contribute to coordinated interagency efforts to support extreme weather resilience, preparedness, and risk identification and management at all levels of government, including collaborative work across agencies' regional offices and hubs, and through coordinated development of information, data, and tools, consistent with sections 906, 907, and 908; and

(7) any other details identified by the Interagency Council under section 902(f)(1)(B)(ii).

SEC. 904. WEBSITE.

(a) IN GENERAL.—The Interagency Council shall designate an agency or agencies to establish, maintain, or designate a website that provides timely, actionable, and accessible information, data, and tools on current and future risks related to extreme weather, preparedness, resilience, and risk identification and management, to support Federal, regional, State, local, private sector, and other decisionmakers.

(b) INTERAGENCY PROGRESS.—The website described under subsection (a), shall identify interagency progress, and propose the next interagency steps, towards responding to threats posed by extreme weather.

(c) BEST PRACTICES.—The website described under subsection (a) shall provide best practices and examples from Federal, regional, State, and local decisionmakers in the public and private sectors about how to use extreme weather-related information in planning and decisionmaking.

(d) INTERAGENCY COUNCIL INFORMATION AND TOOLS.—The website described under subsection (a) shall include the information, data, tools, and examples provided by the Interagency Council pursuant to section 902(f)(4).

(e) BEST AVAILABLE METEOROLOGICAL SCIENCE.—The website described under subsection (a) shall identify best available meteorological science relating to extreme weather resilience, preparedness, and risk identification and management.

(f) PUBLIC OUTREACH AND EDUCATION.—The Interagency Council shall designate one or more agencies to conduct outreach and educational activities to inform the public and regional, State, and local decisionmakers about the tools and information available on the website described under subsection (a).

SEC. 905. PROVIDING ADEQUATE RESOURCES AND SUPPORT.

The Director of the Office of Management and Budget shall ensure that each agency provides adequate resources to the Interagency Council, including administrative services and personnel support, as appropriate—

(1) for the website described under section 904; and

(2) to otherwise carry out this title.

SEC. 906. INVENTORY.

(a) IN GENERAL.—Not later than 1 year after the date of the enactment of this Act, and every 2 years thereafter, the Interagency Council, or a working group of such Interagency Council established by the co-chairpersons thereof, shall conduct and publish an inventory of all regional offices, centers, and programs of agencies that are assisting with extreme weather resilience, preparedness, and risk identification and management efforts at the State or local level, including—

(1) the National Oceanic and Atmospheric Administration's regional programs;

(2) the Department of the Interior's Fish and Wildlife Service Landscape Conservation Cooperatives;

(3) the United States Geological Survey's Climate Science Centers;

(4) the Department of Agriculture's Climate Hubs;

(5) the regional offices of—

(A) the Environmental Protection Agency;

(B) the Federal Emergency Management Agency;

(C) the Department of Transportation; and

(D) the Forest Service;

(6) the division offices of the Army Corps of Engineers; and

(7) such other offices, centers, and programs or other agency efforts as determined appropriate by the Interagency Council.

(b) ASSISTANCE DESCRIBED.—An inventory conducted and published under subsection (a) shall include a description of the assistance each agency office, center, or program is providing to assist with extreme weather resilience, preparedness, and risk identification and management efforts at the State or local level.

SEC. 907. MEETINGS.

Not later than 6 months after the publication of each inventory under section 906, the Interagency Council shall convene a meeting of representatives of the offices, centers, and programs included in such inventory and invite other local and regional stakeholders to participate and develop plans to coordinate the efforts of such offices, centers, and programs and facilitate efficient services to stakeholders. At such meetings, such representatives shall—

(1) share information regarding their office, center, or program's extreme weather resilience, preparedness, and risk identification and management efforts;

(2) identify opportunities for collaboration and coordination of research agendas, extreme weather assessment activities, vulnerability assessments, data collection and analysis, and planning and implementing extreme weather resilience, preparedness, and risk identification and management projects;

(3) identify extreme weather resilience, preparedness, and risk identification and management information needs, research gaps, and decision support needs that are not met by any of the offices, centers, or programs included in the inventory under section 906 and make available such identification for purposes of information to be submitted to the Interagency Council under section 907;

(4) identify common and complementary goals for extreme weather resilience, preparedness, and risk identification and management within each region to be prioritized for the coming year and beyond;

(5) identify barriers to regional extreme weather resilience, preparedness, and risk identification and management planning and implementation that can be overcome or minimized through Federal action and specific suggestions for improvement;

(6) evaluate progress and jointly develop a strategy for realizing extreme weather resilience, preparedness, and risk identification and management-related goals, including clearly identified responsibilities by each collaborating regional office, center, or program; and

(7) share experiences and best practices in stakeholder engagement and communication, decision support, and science-practice interactions that support the realization of identified extreme weather resilience, preparedness, and risk identification and management goals.

SEC. 908. PROGRESS UPDATES.

Not later than 90 days after each meeting under section 907, each agency that participates in such meeting shall submit to the Interagency Council, and make available to the United States Global Change Research Program and the Federal Emergency Management Agency, information describing progress in regional coordination and collaboration in aligning Federal resilience, preparedness, and risk identification and management efforts at the State and local level, and the benefits of such regional coordination and collaboration.

SEC. 909. DEFINITIONS.

In this title:

(1) AGENCY.—The term "agency" has the meaning given the term "Executive agency" under section 105 of title 5, but does not include the Government Accountability Office.

(2) AGENCY EXTREME WEATHER PLAN.—The term "agency extreme weather plan" means a plan required under section 903(a).

(3) EXTREME WEATHER.—The term "extreme weather" includes observed or anticipated severe and unseasonable atmos-

pheric conditions, including drought, wildfire, heavy precipitation, wave, high water, snowstorm, landslide, mudslide, hurricanes, tornadoes and other windstorms (including derechos), extreme heat, extreme cold, sustained temperatures or precipitation that deviate from historical averages, and any other weather event that the Interagency Council determines qualifies as extreme weather pursuant to section 902(f)(10).

(4) INTERAGENCY COUNCIL.—The term "Interagency Council" means the Interagency Council on Extreme Weather Resilience, Preparedness, and Risk Identification and Management established under section 902(a).

(5) MITIGATION PLAN.—The term "mitigation plan" means the mitigation plan required under section 322 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5165).

(6) NATIONAL GLOBAL CHANGE RESEARCH PLAN.—The term "National Global Change Research Plan" means the National Global Change Research Plan developed under section 104 of the Global Change Research Act of 1990 (15 U.S.C. 2934), or any revision thereof.

(7) NATIONAL OIL AND HAZARDOUS SUBSTANCES POLLUTION CONTINGENCY PLAN.—The term "National Oil and Hazardous Substances Pollution Contingency Plan" means the National Oil and Hazardous Substances Pollution Contingency Plan described under part 300 of title 40, Code of Federal Regulations, or any revision thereof.

(8) NATIONAL PREPAREDNESS GOAL.—The term "National Preparedness Goal" means the national preparedness goal developed under section 643 of the Post-Katrina Emergency Management Reform Act of 2006 (6 U.S.C. 743).

(9) NATIONAL PREPAREDNESS REPORT.—The term "National Preparedness Report" means the report required by section 652(a) of the Post-Katrina Emergency Management Reform Act of 2006 (6 U.S.C. 752(a); Public Law 109–295).

(10) PREPAREDNESS.—The term "preparedness" means actions taken to plan, organize, equip, train, and exercise to build, apply, and sustain the capabilities necessary to prevent, protect against, ameliorate the effects of, respond to, and recover from extreme weather related damages to life, health, property, livelihoods, ecosystems, and national security.

(11) RESILIENCE.—The term "resilience" means the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.

(12) SENIOR OFFICIAL.—The term "senior official" means a Deputy Secretary (or an equivalent officer) of an agency.

(13) STATE.—The term "State" means each of the several States, the District of Columbia, each commonwealth, territory, or possession of the United States, and each federally recognized Indian Tribe.

(14) UNITED STATES GLOBAL CHANGE RESEARCH PROGRAM.—The term "United States Global Change Research Program" means the United States Global Change Research Program established under section 103 of the Global Change Research Act of 1990 (15 U.S.C. 2933).

(15) UNITED STATES GLOBAL CHANGE RESEARCH PROGRAM ANNUAL REPORT.—The term "United States Global Change Research Program Annual Report" means the report required by section 102(e)(7) of the Global Change Research Act of 1990 (15 U.S.C. 2932(e)(7)).

SEC. 910. REQUIREMENT TO INCLUDE AGENCY EXTREME WEATHER PLAN IN AGENCY PERFORMANCE PLAN.

A description of the most recent agency extreme weather plan, as required under section 903, shall be included in the performance plan of an agency (as defined in section 909) required pursuant to section 1115(b) of title 31, United States Code.

SEC. 911. SUNSET AND REPEAL.

This title ceases to be effective and is repealed on the date that is 5 years after the date of the enactment of this Act.

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114. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DUNCAN JR. OF TENNESSEE OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 267, after line 10, insert the following:

SEC. ___. NATIONAL HIRING STANDARD OF CARE.

(a) IN GENERAL.—An entity hiring a federally licensed motor carrier shall be deemed to have made the selection of the motor carrier in a reasonable and prudent manner if before tendering a shipment, but not more than 45 days before the pickup of the shipment by the hired motor carrier, that entity verified that the motor carrier, at the time of such verification—

(1) is registered with and authorized by the Federal Motor Carrier Safety Administration to operate as a motor carrier or household goods motor carrier, if applicable;

(2) has the minimum insurance coverage required by Federal law; and

(3)(A) before the safety fitness determination regulations are issued, does not have an unsatisfactory safety fitness determination issued by the Federal Motor Carrier Safety Administration in force at the time of such verification; or

(B) beginning on the date that revised safety fitness determination regulations are implemented, does not have a safety fitness rating issued by the Federal Motor Carrier Safety Administration under such regulations that would place a motor carrier out-of-service.

(b) GUIDELINES.—Not later than 30 days after the implementation of the safety fitness determination referenced in subsection (a)(3), the Secretary shall issue guidelines that specifically outline how a motor carrier's operating authority and registration number could be revoked and subsequently placing them out-of-service.

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115. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE COMSTOCK OF VIRGINIA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title V, insert the following:

SEC. 543. NO AUTHORITY TO EXPAND PERIMETER OR BEYOND THE PERIMETER EXEMPTIONS AT DCA.

With respect to Ronald Reagan Washington National Airport, the Secretary of Transportation shall not—

(1) expand the perimeter referred to in section 49109 of title 49, United States Code;

(2) grant an exemption to the prohibition in section 49109 that is in addition to the exemptions in effect on the date of enactment of this section; or

(3) authorize the transfer or exchange of such an exemption (or a slot associated with such an exemption).

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116. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE COMSTOCK OF VIRGINIA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Beginning on page 331, strike line 13 and all that follows through page 332, line 1 (and redesignate any subsequent subsections accordingly).

PART B—TEXT OF AMENDMENT TO H.R. 3144 CONSIDERED AS ADOPTED

Page 3, line 5, insert "those portions of" after "means".

Page 3, line 6, insert before the period "that are the subject of the Supplemental Opinion".

Page 5, line 12, strike "Federal Columbia Power System" and insert "FCRPS".

Page 5, strike lines 16 through 18, and insert "of Congress enacted after the date of the enactment of this Act. Nothing in this section affects or interferes with the authority of the Secretaries to conduct operation and maintenance activities or make capital improvements necessary to meet authorized project purposes of FCRPS facilities.".

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