

minute should we wait to pass the payroll tax extension, unemployment extension, and the ability of our seniors to see their doctors with the Medicare fix for our doctors.

What we say to our soldiers by welcoming them home is all in our acts and our deeds, how we treat their relatives, their friends, and extended family members and community. It's time for Congress to wait not one minute to extend the American Dream to all and provide this benefit to those who are in need.

#### STOP CUTS IN PUBLIC SPENDING

(Mr. MORAN asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. MORAN. Madam Speaker, this is a wealthy country. Corporate profits are at record highs. By the end of last year, the private sector was expanding at a healthy 4.5 percent annualized pace. But why, then, wasn't economic growth in the most recent quarter even better than the 2.8 percent that the Commerce Department reported last week? As David Leonhardt of The New York Times explains, the answer is because the economy is the combination of the private and public sectors. The public sector has been shrinking for the last 1½ years because of cuts in State and local governments and some Federal cuts, especially to the military.

In the fourth-quarter government shrank at an annual rate of 4.5 percent. Over the last 2 years, the private sector grew at an average annual rate of 3.2 percent while the government shrank at an annual rate of 1.4, and the combined result was that economic growth was 2.3%. That's a lot of numbers. But the fact is economic growth and employment growth would have been significantly stronger over the last 2 years without those government cuts.

And that's why we shouldn't be continuing to discourage Federal employment by continuing to freeze their pay, as the majority wants to do today. And it's why we shouldn't be letting unemployment benefits expire for 6 million people. It's why we should let the Bush tax cuts expire. It's a far better alternative than cutting trillions of dollars more in public spending.

#### IS GOVERNMENT REALLY THE SOURCE OF ALL OUR PROBLEMS?

(Mr. YARMUTH asked and was given permission to address the House for 1 minute.)

Mr. YARMUTH. You know, we've heard for many years now from the other side the notion that government is the source of all of our problems, government never does anything right, it ought to stop regulating and get out of the way of a very free and open society.

Well, the authors of a new book called "Gardens of Democracy" have a

compelling and undeniable point to make. They write: "There is not a stable, prosperous society on Earth without activist government, extensive regulation, and high, progressive taxation. If less were always better, then the least regulated economies would be the most successful economies. The opposite is true. If minimalist government worked, Somalia would be rich, stable and secure, and Canada would be a hellhole; Afghanistan would be a coveted destination, and Denmark would be like a leper colony."

Now, to be fair, the authors say that our government is often too slow to react, it has all the answers, and it needs to be more flexible and more effective. We all agree with that. What we need to do is find a way to create a government that is efficient, that sets the right direction for our country, and then lets the innovative spirit of this country take hold and find the answers to our problems.

#### GETTING AMERICA BACK TO WORK

(Mr. RANGEL asked and was given permission to address the House for 1 minute.)

Mr. RANGEL. Recently, the President of the United States indicated that he will be sending legislation to the Congress in order to get America back to work. He also indicated that he would use the powers of the executive branch where there was no cooperation from the Congress in what he was trying to do. There's an old African saying, that is, when two elephants fight, only the grass gets hurt. I would certainly hope that the leadership in the House and the Senate take the President up on some of the offers that he has made to educate our young people, to make certain that those people that are about to lose their homes are able to keep them, and to see that we get the type of incentives from manufacturers to have jobs here rather than overseas.

I am certain that those people who watched the Republican debates were missing one thing, and that is jobs. America wants to get back to work. It wants its dignity, it wants its kids to be able to get an education, and it wants to restore the middle class.

#### CONFERENCE REPORT ON H.R. 658, FAA REAUTHORIZATION AND REFORM ACT OF 2012

Mr. MICA submitted the following conference report and statement on the bill (H.R. 658) to amend title 49, United States Code, to authorize appropriations for the Federal Aviation Administration for fiscal years 2011 through 2014, to streamline programs, create efficiencies, reduce waste, and improve aviation safety and capacity, to provide stable funding for the national aviation system, and for other purposes:

##### CONFERENCE REPORT (H. REPT. 112-381)

The committee of conference on the disagreeing votes of the two Houses on the amend-

ment of the Senate to the bill (H.R. 658), to amend title 49, United States Code, to authorize appropriations for the Federal Aviation Administration for fiscal years 2011 through 2014, to streamline programs, create efficiencies, reduce waste, and improve aviation safety and capacity, to provide stable funding for the national aviation system, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the House recede from its disagreement to the amendment of the Senate and agree to the same with an amendment as follows:

In lieu of the matter proposed to be inserted by the Senate amendment, insert the following:

##### SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) **SHORT TITLE.**—This Act may be cited as the "FAA Modernization and Reform Act of 2012".

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

Sec. 1. Short title; table of contents.

Sec. 2. Amendments to title 49, United States Code.

Sec. 3. Effective date.

##### TITLE I—AUTHORIZATIONS

###### Subtitle A—Funding of FAA Programs

Sec. 101. Airport planning and development and noise compatibility planning and programs.

Sec. 102. Air navigation facilities and equipment.

Sec. 103. FAA operations.

Sec. 104. Funding for aviation programs.

Sec. 105. Delineation of Next Generation Air Transportation System projects.

###### Subtitle B—Passenger Facility Charges

Sec. 111. Passenger facility charges.

Sec. 112. GAO study of alternative means of collecting PFCs.

Sec. 113. Qualifications-based selection.

###### Subtitle C—Fees for FAA Services

Sec. 121. Update on overflights.

Sec. 122. Registration fees.

###### Subtitle D—Airport Improvement Program Modifications

Sec. 131. Airport master plans.

Sec. 132. AIP definitions.

Sec. 133. Recycling plans for airports.

Sec. 134. Contents of competition plans.

Sec. 135. Grant assurances.

Sec. 136. Agreements granting through-the-fence access to general aviation airports.

Sec. 137. Government share of project costs.

Sec. 138. Allowable project costs.

Sec. 139. Veterans' preference.

Sec. 140. Minority and disadvantaged business participation.

Sec. 141. Special apportionment rules.

Sec. 142. United States territories minimum guarantee.

Sec. 143. Reducing apportionments.

Sec. 144. Marshall Islands, Micronesia, and Palau.

Sec. 145. Use of apportioned amounts.

Sec. 146. Designating current and former military airports.

Sec. 147. Contract tower program.

Sec. 148. Resolution of disputes concerning airport fees.

Sec. 149. Sale of private airports to public sponsors.

Sec. 150. Repeal of certain limitations on Metropolitan Washington Airports Authority.

Sec. 151. Midway Island Airport.

Sec. 152. Miscellaneous amendments.

Sec. 153. Extension of grant authority for compatible land use planning and projects by State and local governments.

Sec. 154. Priority review of construction projects in cold weather States.

Sec. 155. Study on national plan of integrated airport systems.

Sec. 156. Airport privatization program.

**TITLE II—NEXTGEN AIR TRANSPORTATION SYSTEM AND AIR TRAFFIC CONTROL MODERNIZATION**

Sec. 201. Definitions.

Sec. 202. NextGen demonstrations and concepts.

Sec. 203. Clarification of authority to enter into reimbursable agreements.

Sec. 204. Chief NextGen Officer.

Sec. 205. Definition of air navigation facility.

Sec. 206. Clarification to acquisition reform authority.

Sec. 207. Assistance to foreign aviation authorities.

Sec. 208. Next Generation Air Transportation System Joint Planning and Development Office.

Sec. 209. Next Generation Air Transportation Senior Policy Committee.

Sec. 210. Improved management of property inventory.

Sec. 211. Automatic dependent surveillance-broadcast services.

Sec. 212. Expert review of enterprise architecture for NextGen.

Sec. 213. Acceleration of NextGen technologies.

Sec. 214. Performance metrics.

Sec. 215. Certification standards and resources.

Sec. 216. Surface systems acceleration.

Sec. 217. Inclusion of stakeholders in air traffic control modernization projects.

Sec. 218. Airspace redesign.

Sec. 219. Study on feasibility of development of a public internet web-based resource on locations of potential aviation obstructions.

Sec. 220. NextGen research and development center of excellence.

Sec. 221. Public-private partnerships.

Sec. 222. Operational incentives.

Sec. 223. Educational requirements.

Sec. 224. Air traffic controller staffing initiatives and analysis.

Sec. 225. Reports on status of greener skies project.

**TITLE III—SAFETY**

Subtitle A—General Provisions

Sec. 301. Judicial review of denial of airmen certificates.

Sec. 302. Release of data relating to abandoned type certificates and supplemental type certificates.

Sec. 303. Design and production organization certificates.

Sec. 304. Cabin crew communication.

Sec. 305. Line check evaluations.

Sec. 306. Safety of air ambulance operations.

Sec. 307. Prohibition on personal use of electronic devices on flight deck.

Sec. 308. Inspection of repair stations located outside the United States.

Sec. 309. Enhanced training for flight attendants.

Sec. 310. Limitation on disclosure of safety information.

Sec. 311. Prohibition against aiming a laser pointer at an aircraft.

Sec. 312. Aircraft certification process review and reform.

Sec. 313. Consistency of regulatory interpretation.

Sec. 314. Runway safety.

Sec. 315. Flight Standards Evaluation Program.

Sec. 316. Cockpit smoke.

Sec. 317. Off-airport, low-altitude aircraft weather observation technology.

Sec. 318. Feasibility of requiring helicopter pilots to use night vision goggles.

Sec. 319. Maintenance providers.

Sec. 320. Study of air quality in aircraft cabins.

Sec. 321. Improved pilot licenses.

Subtitle B—Unmanned Aircraft Systems

Sec. 331. Definitions.

Sec. 332. Integration of civil unmanned aircraft systems into national airspace system.

Sec. 333. Special rules for certain unmanned aircraft systems.

Sec. 334. Public unmanned aircraft systems.

Sec. 335. Safety studies.

Sec. 336. Special rule for model aircraft.

Subtitle C—Safety and Protections

Sec. 341. Aviation Safety Whistleblower Investigation Office.

Sec. 342. Postemployment restrictions for flight standards inspectors.

Sec. 343. Review of air transportation oversight system database.

Sec. 344. Improved voluntary disclosure reporting system.

Sec. 345. Duty periods and flight time limitations applicable to flight crew-members.

Sec. 346. Certain existing flight time limitations and rest requirements.

Sec. 347. Emergency locator transmitters on general aviation aircraft.

**TITLE IV—AIR SERVICE IMPROVEMENTS**

Subtitle A—Passenger Air Service Improvements

Sec. 401. Smoking prohibition.

Sec. 402. Monthly air carrier reports.

Sec. 403. Musical instruments.

Sec. 404. Extension of competitive access reports.

Sec. 405. Airfares for members of the Armed Forces.

Sec. 406. Review of air carrier flight delays, cancellations, and associated causes.

Sec. 407. Compensation for delayed baggage.

Sec. 408. DOT airline consumer complaint investigations.

Sec. 409. Study of operators regulated under part 135.

Sec. 410. Use of cell phones on passenger aircraft.

Sec. 411. Establishment of advisory committee for aviation consumer protection.

Sec. 412. Disclosure of seat dimensions to facilitate the use of child safety seats on aircraft.

Sec. 413. Schedule reduction.

Sec. 414. Ronald Reagan Washington National Airport slot exemptions.

Sec. 415. Passenger air service improvements.

Subtitle B—Essential Air Service

Sec. 421. Limitation on essential air service to locations that average fewer than 10 enplanements per day.

Sec. 422. Essential air service eligibility.

Sec. 423. Essential air service marketing.

Sec. 424. Notice to communities prior to termination of eligibility for subsidized essential air service.

Sec. 425. Restoration of eligibility to a place determined to be ineligible for subsidized essential air service.

Sec. 426. Adjustments to compensation for significantly increased costs.

Sec. 427. Essential air service contract guidelines.

Sec. 428. Essential air service reform.

Sec. 429. Small community air service.

Sec. 430. Repeal of essential air service local participation program.

Sec. 431. Extension of final order establishing mileage adjustment eligibility.

**TITLE V—ENVIRONMENTAL STREAMLINING**

Sec. 501. Overflights of national parks.

Sec. 502. State block grant program.

Sec. 503. Airport funding of special studies or reviews.

Sec. 504. Grant eligibility for assessment of flight procedures.

Sec. 505. Determination of fair market value of residential properties.

Sec. 506. Prohibition on operating certain aircraft weighing 75,000 pounds or less not complying with stage 3 noise levels.

Sec. 507. Aircraft departure queue management pilot program.

Sec. 508. High performance, sustainable, and cost-effective air traffic control facilities.

Sec. 509. Sense of Congress.

Sec. 510. Aviation noise complaints.

Sec. 511. Pilot program for zero-emission airport vehicles.

Sec. 512. Increasing the energy efficiency of airport power sources.

**TITLE VI—FAA EMPLOYEES AND ORGANIZATION**

Sec. 601. Federal Aviation Administration personnel management system.

Sec. 602. Presidential rank award program.

Sec. 603. Collegiate training initiative study.

Sec. 604. Frontline manager staffing.

Sec. 605. FAA technical training and staffing.

Sec. 606. Safety critical staffing.

Sec. 607. Air traffic control specialist qualification training.

Sec. 608. FAA air traffic controller staffing.

Sec. 609. Air traffic controller training and scheduling.

Sec. 610. FAA facility conditions.

Sec. 611. Technical correction.

**TITLE VII—AVIATION INSURANCE**

Sec. 701. General authority.

Sec. 702. Extension of authority to limit third-party liability of air carriers arising out of acts of terrorism.

Sec. 703. Clarification of reinsurance authority.

Sec. 704. Use of independent claims adjusters.

**TITLE VIII—MISCELLANEOUS**

Sec. 801. Disclosure of data to Federal agencies in interest of national security.

Sec. 802. FAA authority to conduct criminal history record checks.

Sec. 803. Civil penalties technical amendments.

Sec. 804. Consolidation and realignment of FAA services and facilities.

Sec. 805. Limiting access to flight decks of all-cargo aircraft.

Sec. 806. Consolidation or elimination of obsolete, redundant, or otherwise unnecessary reports; use of electronic media format.

Sec. 807. Prohibition on use of certain funds.

Sec. 808. Study on aviation fuel prices.

Sec. 809. Wind turbine lighting.

Sec. 810. Air-rail code sharing study.

Sec. 811. D.C. Metropolitan Area Special Flight Rules Area.

Sec. 812. FAA review and reform.

Sec. 813. Use of mineral revenue at certain airports.

Sec. 814. Contracting.

Sec. 815. Flood planning.

Sec. 816. Historical aircraft documents.

Sec. 817. Release from restrictions.

Sec. 818. Sense of Congress.

Sec. 819. Human Intervention Motivation Study.

Sec. 820. Study of aeronautical mobile telemetry.

Sec. 821. Clarification of requirements for volunteer pilots operating charitable medical flights.

Sec. 822. Pilot program for redevelopment of airport properties.

Sec. 823. Report on New York City and Newark air traffic control facilities.

Sec. 824. Cylinders of compressed oxygen or other oxidizing gases.

Sec. 825. Orphan aviation earmarks.

Sec. 826. Privacy protections for air passenger screening with advanced imaging technology.

Sec. 827. Commercial space launch license requirements.

Sec. 828. Air transportation of lithium cells and batteries.

Sec. 829. Clarification of memorandum of understanding with OSHA.

Sec. 830. Approval of applications for the airport security screening opt-out program.

**TITLE IX—FEDERAL AVIATION RESEARCH AND DEVELOPMENT**

Sec. 901. Authorization of appropriations.

Sec. 902. Definitions.

Sec. 903. Unmanned aircraft systems.

Sec. 904. Research program on runways.

Sec. 905. Research on design for certification.

Sec. 906. Airport cooperative research program.

Sec. 907. Centers of excellence.

Sec. 908. Center of excellence for aviation human resource research.

Sec. 909. Interagency research on aviation and the environment.

Sec. 910. Aviation fuel research and development program.

Sec. 911. Research program on alternative jet fuel technology for civil aircraft.

Sec. 912. Review of FAA's energy-related and environment-related research programs.

Sec. 913. Review of FAA's aviation safety-related research programs.

Sec. 914. Production of clean coal fuel technology for civilian aircraft.

Sec. 915. Wake turbulence, volcanic ash, and weather research.

Sec. 916. Reauthorization of center of excellence in applied research and training in the use of advanced materials in transport aircraft.

Sec. 917. Research and development of equipment to clean and monitor the engine and APU bleed air supplied on pressurized aircraft.

Sec. 918. Expert review of enterprise architecture for NextGen.

Sec. 919. Airport sustainability planning working group.

**TITLE X—NATIONAL MEDIATION BOARD**

Sec. 1001. Rulemaking authority.

Sec. 1002. Runoff election rules.

Sec. 1003. Bargaining representative certification.

Sec. 1004. Oversight.

**TITLE XI—AIRPORT AND AIRWAY TRUST FUND PROVISIONS AND RELATED TAXES**

Sec. 1100. Amendment of 1986 code.

Sec. 1101. Extension of taxes funding airport and airway trust fund.

Sec. 1102. Extension of airport and airway trust fund expenditure authority.

Sec. 1103. Treatment of fractional aircraft ownership programs.

Sec. 1104. Transparency in passenger tax disclosures.

Sec. 1105. Tax-exempt bond financing for fixed-wing emergency medical aircraft.

Sec. 1106. Rollover of amounts received in airline carrier bankruptcy.

Sec. 1107. Termination of exemption for small jet aircraft on nonestablished lines.

Sec. 1108. Modification of control definition for purposes of section 249.

**TITLE XII—COMPLIANCE WITH STATUTORY PAY-AS-YOU-GO-ACT OF 2010**

Sec. 1201. Compliance provision.

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

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

**SEC. 3. EFFECTIVE DATE.**

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

**TITLE I—AUTHORIZATIONS****Subtitle A—Funding of FAA Programs****SEC. 101. AIRPORT PLANNING AND DEVELOPMENT AND NOISE COMPATIBILITY PLANNING AND PROGRAMS.**

(a) AUTHORIZATION.—Section 48103 is amended to read as follows:

**“§48103. Airport planning and development and noise compatibility planning and programs**

“(a) IN GENERAL.—There shall be available to the Secretary of Transportation out of the Airport and Airway Trust Fund established under section 9502 of the Internal Revenue Code of 1986 to make grants for airport planning and airport development under section 47104, airport noise compatibility planning under section 47505(a)(2), and carrying out noise compatibility programs under section 47504(c) \$3,350,000,000 for each of fiscal years 2012 through 2015.

“(b) AVAILABILITY OF AMOUNTS.—Amounts made available under subsection (a) shall remain available until expended.”.

(b) OBLIGATIONAL AUTHORITY.—Section 47104(c) is amended in the matter preceding paragraph (1) by striking “After” and all the follows before “the Secretary” and inserting “After September 30, 2015.”.

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

(a) AUTHORIZATION OF APPROPRIATIONS.—Section 48101(a) is amended by striking paragraphs (1) through (8) and inserting the following:

“(1) \$2,731,000,000 for fiscal year 2012.

“(2) \$2,715,000,000 for fiscal year 2013.

“(3) \$2,730,000,000 for fiscal year 2014.

“(4) \$2,730,000,000 for fiscal year 2015.”.

(b) SET-ASIDES.—Section 48101 is amended—

(1) by striking subsections (c), (d), (e), (h), and (i); and

(2) by redesignating subsections (f) and (g) as subsections (c) and (d), respectively.

**SEC. 103. FAA OPERATIONS.**

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

“(A) \$9,653,000,000 for fiscal year 2012;

“(B) \$9,539,000,000 for fiscal year 2013;

“(C) \$9,596,000,000 for fiscal year 2014; and

“(D) \$9,653,000,000 for fiscal year 2015.”.

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

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

(2) by redesignating subparagraphs (E), (F), and (G) as subparagraphs (A), (B), and (C), respectively; and

(3) in subparagraphs (A), (B), and (C) (as so redesignated) by striking “2004 through 2007” and inserting “2012 through 2015”.

(c) AUTHORITY TO TRANSFER FUNDS.—Section 106(k) is amended by adding at the end the following:

“(3) ADMINISTERING PROGRAM WITHIN AVAILABLE FUNDING.—Notwithstanding any other provision of law, in each of fiscal years 2012 through 2015, if the Secretary determines that the funds appropriated under paragraph (1) are insufficient to meet the salary, operations, and maintenance expenses of the Federal Aviation Administration, as authorized by this section, the Secretary shall reduce nonsafety-related activities of the Administration as necessary to reduce such expenses to a level that can be met by the funding available under paragraph (1).”.

**SEC. 104. FUNDING FOR AVIATION PROGRAMS.**

(a) AIRPORT AND AIRWAY TRUST FUND GUARANTEE.—Section 48114(a)(1)(A) is amended to read as follows:

“(A) IN GENERAL.—The total budget resources made available from the Airport and Airway Trust Fund each fiscal year pursuant to sections 48101, 48102, 48103, and 106(k) shall—

“(i) in fiscal year 2013, be equal to 90 percent of the estimated level of receipts plus interest credited to the Airport and Airway Trust Fund for that fiscal year; and

“(ii) in fiscal year 2014 and each fiscal year thereafter, be equal to the sum of—

“(I) 90 percent of the estimated level of receipts plus interest credited to the Airport and Airway Trust Fund for that fiscal year; and

“(II) the actual level of receipts plus interest credited to the Airport and Airway Trust Fund

for the second preceding fiscal year minus the total amount made available for obligation from the Airport and Airway Trust Fund for the second preceding fiscal year.

Such amounts may be used only for the aviation investment programs listed in subsection (b)(1).”.

(b) TECHNICAL CORRECTION.—Section 48114(a)(1)(B) is amended by striking “subsection (b)” and inserting “subsection (b)(1)”.

(c) ADDITIONAL AUTHORIZATIONS OF APPROPRIATIONS FROM THE GENERAL FUND.—Section 48114(a)(2) is amended by striking “2007” and inserting “2015”.

(d) ESTIMATED LEVEL OF RECEIPTS PLUS INTEREST DEFINED.—Section 48114(b)(2) is amended—

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

(2) by striking “level of receipts plus interest” and inserting “estimated level of receipts plus interest”.

(e) ENFORCEMENT OF GUARANTEES.—Section 48114(c)(2) is amended by striking “2007” and inserting “2015”.

**SEC. 105. DELINEATION OF NEXT GENERATION AIR TRANSPORTATION SYSTEM PROJECTS.**

Section 44501(b) is amended—

(1) in paragraph (3) by striking “and” after the semicolon;

(2) in paragraph (4)(B) by striking “defense.” and inserting “defense; and”; and

(3) by adding at the end the following:

“(5) a list of capital projects that are part of the Next Generation Air Transportation System and funded by amounts appropriated under section 48101(a).”.

**Subtitle B—Passenger Facility Charges****SEC. 111. PASSENGER FACILITY CHARGES.**

(a) PFC DEFINED.—Section 40117(a)(5) is amended to read as follows:

“(5) PASSENGER FACILITY CHARGE.—The term ‘passenger facility charge’ means a charge or fee imposed under this section.”.

(b) PILOT PROGRAM FOR PFC AUTHORIZATIONS AT NONHUB AIRPORTS.—Section 40117(l) is amended—

(1) by striking paragraph (7); and

(2) by redesignating paragraph (8) as paragraph (7).

**(c) CORRECTION OF REFERENCES.—**

(1) SECTION 40117.—Section 40117 is amended—

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

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

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

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

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

(F) in the heading for paragraph (1) of subsection (m) by striking “FEES” and inserting “CHARGES”;

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

(H) by striking “fees” each place it appears and inserting “charges”.

**(2) OTHER REFERENCES.—**

(A) Subtitle VII is amended by striking “fee” and inserting “charge” each place it appears in each of the following sections:

(i) Section 47106(f)(1).

(ii) Section 47110(e)(5).

(iii) Section 47114(f).

(iv) Section 47134(g)(1).

(v) Section 47139(b).

(vi) Section 47521.

(vii) Section 47524(e).

(viii) Section 47526(2).

(B) Section 47521(5) is amended by striking “fees” and inserting “charges”.

(3) CLERICAL AMENDMENT.—The analysis for chapter 401 is amended by striking the item relating to section 40117 and inserting the following:

“40117. Passenger facility charges.”.

**SEC. 112. GAO STUDY OF ALTERNATIVE MEANS OF COLLECTING PFCS.**

(a) IN GENERAL.—The Comptroller General of the United States shall conduct a study of alternative means of collecting passenger facility charges imposed under section 40117 of title 49, United States Code, that would permit such charges to be collected without being included in the ticket price. In conducting the study, the Comptroller General shall consider, at a minimum—

(1) collection options for arriving, connecting, and departing passengers at airports;

(2) cost sharing or allocation methods based on passenger travel to address connecting traffic; and

(3) examples of airport charges collected by domestic and international airports that are not included in ticket prices.

(b) REPORT.—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 on the study, including the Comptroller General’s findings, conclusions, and recommendations.

**SEC. 113. QUALIFICATIONS-BASED SELECTION.**

It is the sense of Congress that airports should consider the use of qualifications-based selection in carrying out capital improvement projects funded using passenger facility charges collected under section 40117 of title 49, United States Code, with the goal of serving the needs of all stakeholders.

**Subtitle C—Fees for FAA Services**

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

(a) ESTABLISHMENT AND ADJUSTMENT OF FEES.—Section 45301(b) is amended to read as follows:

(b) ESTABLISHMENT AND ADJUSTMENT OF FEES.—

(1) IN GENERAL.—In establishing and adjusting fees under this section, the Administrator shall ensure that the fees are reasonably related to the Administration’s costs, as determined by the Administrator, of providing the services rendered.

(2) SERVICES FOR WHICH COSTS MAY BE RECOVERED.—Services for which costs may be recovered under this section include the costs of air traffic control, navigation, weather services, training, and emergency services that are available to facilitate safe transportation over the United States and the costs of other services provided by the Administrator, or by programs financed by the Administrator, to flights that neither take off nor land in the United States.

(3) LIMITATIONS ON JUDICIAL REVIEW.—Notwithstanding section 702 of title 5 or any other provision of law, the following actions and other matters shall not be subject to judicial review:

(A) The establishment or adjustment of a fee by the Administrator under this section.

(B) The validity of a determination of costs by the Administrator under paragraph (1), and the processes and procedures applied by the Administrator when reaching such determination.

(C) An allocation of costs by the Administrator under paragraph (1) to services provided, and the processes and procedures applied by the Administrator when establishing such allocation.

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

(5) COSTS DEFINED.—In this subsection, the term ‘costs’ includes operation and maintenance

costs, leasing costs, and overhead expenses associated with the services provided and the facilities and equipment used in providing such services.”.

(b) ADJUSTMENT OF FEES.—Section 45301 is amended by adding at the end the following:

(c) EFFECT OF IMPOSITION OF OTHER FEES.—In addition to adjustments under subsection (b), the Administrator may periodically adjust the fees established under this section.”.

**SEC. 122. REGISTRATION FEES.**

(a) IN GENERAL.—Chapter 453 is amended by adding at the end the following:

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

(a) GENERAL AUTHORITY AND FEES.—Subject to subsection (b), the Administrator of the Federal Aviation Administration shall establish and collect a fee for each of the following services and activities of the Administration that does not exceed the estimated costs of the service or activity:

(1) Registering an aircraft.

(2) Reregistering, replacing, or renewing an aircraft registration certificate.

(3) Issuing an original dealer’s aircraft registration certificate.

(4) Issuing an additional dealer’s aircraft registration certificate (other than the original).

(5) Issuing a special registration number.

(6) Issuing a renewal of a special registration number reservation.

(7) Recording a security interest in an aircraft or aircraft part.

(8) Issuing an airmen certificate.

(9) Issuing a replacement airmen certificate.

(10) Issuing an airmen medical certificate.

(11) Providing a legal opinion pertaining to aircraft registration or recordation.

(b) LIMITATION ON COLLECTION.—No fee may be collected under this section unless the expenditure of the fee to pay the costs of activities and services for which the fee is imposed is provided for in advance in an appropriations Act.

(c) FEES CREDITED AS OFFSETTING COLLECTIONS.—

(1) IN GENERAL.—Notwithstanding section 3302 of title 31, any fee authorized to be collected under this section shall—

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

(B) be available for expenditure only to pay the costs of activities and services for which the fee is imposed, including all costs associated with collecting the fee; and

(C) remain available until expended.

(2) CONTINUING APPROPRIATIONS.—The Administrator may continue to assess, collect, and spend fees established under this section during any period in which the funding for the Federal Aviation Administration is provided under an Act providing continuing appropriations in lieu of the Administration’s regular appropriations.

(3) ADJUSTMENTS.—The Administrator shall adjust a fee established under subsection (a) for a service or activity if the Administrator determines that the actual cost of the service or activity is higher or lower than was indicated by the cost data used to establish such fee.”.

(b) CLERICAL AMENDMENT.—The analysis for chapter 453 is amended by adding at the end the following:

**45305. Registration, certification, and related fees.**

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

(1) by striking “A fee” and inserting the following:

(1) IN GENERAL.—A fee”; and

(2) by adding at the end the following:

(2) EFFECT OF IMPOSITION OF OTHER FEES.—A fee may not be imposed for a service or activity under this section during any period in which a fee for the same service or activity is imposed under section 45305.”.

**Subtitle D—Airport Improvement Program Modifications**

**SEC. 131. AIRPORT MASTER PLANS.**

Section 47101(g)(2) is amended—

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

(2) by redesignating subparagraph (C) as subparagraph (D); and

(3) by inserting after subparagraph (B) the following:

“(C) consider passenger convenience, airport ground access, and access to airport facilities; and”.

**SEC. 132. AIP DEFINITIONS.**

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

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

(2) in subparagraph (G) by inserting “and including acquiring glycol recovery vehicles,” after “aircraft”; and

(3) by adding at the end the following:

“(M) construction of mobile refueler parking within a fuel farm at a nonprimary airport meeting the requirements of section 112.8 of title 40, Code of Federal Regulations.

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

“(O) acquiring and installing facilities and equipment to provide air conditioning, heating, or electric power from terminal-based, nonexclusive use facilities to aircraft parked at a public use airport for the purpose of reducing energy use or harmful emissions as compared to the operation of such air conditioning, heating, or electric power from aircraft-based systems.”.

(b) AIRPORT PLANNING.—Section 47102(5) is amended to read as follows:

“(5) ‘airport planning’ means planning as defined by regulations the Secretary prescribes and includes—

(A) integrated airport system planning;

(B) developing an environmental management system; and

(C) developing a plan for recycling and minimizing the generation of airport solid waste, consistent with applicable State and local recycling laws, including the cost of a waste audit.”.

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

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

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

(3) by inserting after paragraph (7) the following:

“(8) ‘general aviation airport’ means a public airport that is located in a State and that, as determined by the Secretary—

(A) does not have scheduled service; or

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

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

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

(e) TERMINAL DEVELOPMENT.—Section 47102 (as amended by subsection (c) of this section) is further amended by adding at the end the following:

“(28) ‘terminal development’ means—

(A) development of—

(i) an airport passenger terminal building, including terminal gates;

(ii) access roads servicing exclusively airport traffic that leads directly to or from an airport passenger terminal building; and

“(iii) walkways that lead directly to or from an airport passenger terminal building; and

“(B) the cost of a vehicle described in section 47119(a)(1)(B).”.

**SEC. 133. RECYCLING PLANS FOR AIRPORTS.**

Section 47106(a) is amended—

(1) in paragraph (4) by striking “and” at the end;

(2) in paragraph (5) by striking “proposed.” and inserting “proposed; and”; and

(3) by adding at the end the following:

“(6) if the project is for an airport that has an airport master plan, the master plan addresses issues relating to solid waste recycling at the airport, including—

“(A) the feasibility of solid waste recycling at the airport;

“(B) minimizing the generation of solid waste at the airport;

“(C) operation and maintenance requirements;

“(D) the review of waste management contracts; and

“(E) the potential for cost savings or the generation of revenue.”.

**SEC. 134. CONTENTS OF COMPETITION PLANS.**

Section 47106(f)(2) is amended—

(1) by striking “patterns of air service;”;

(2) by inserting “and” before “whether”; and

(3) by striking “, and airfare levels” and all that follows before the period.

**SEC. 135. GRANT ASSURANCES.**

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

(b) **WRITTEN ASSURANCES ON ACQUIRING LAND.**—

(1) **USE OF PROCEEDS.**—Section 47107(c)(2) is amended—

(A) in subparagraph (A)—

(i) in the matter preceding clause (i) by striking “purpose—” and inserting “purpose (including land serving as a noise buffer either by being undeveloped or developed in a way that is compatible with using the land for noise buffering purposes)—”;

(ii) in clause (iii) by striking “paid to the Secretary” and all that follows before the semicolon and inserting “reinvested in another project at the airport or transferred to another airport as the Secretary prescribes under paragraph (4)”; and

(B) in subparagraph (B)(iii) by striking “reinvested, on application” and all that follows before the period at the end and inserting “reinvested in another project at the airport or transferred to another airport as the Secretary prescribes under paragraph (4)”.

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

“(4) In approving the reinvestment or transfer of proceeds under paragraph (2)(A)(iii) or (2)(B)(iii), the Secretary shall give preference, in descending order, to the following actions:

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

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

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

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

“(E) Payment to the Secretary for deposit in the Airport and Airway Trust Fund established under section 9502 of the Internal Revenue Code of 1986.

“(5)(A) A lease at fair market value by an airport owner or operator of land acquired for a noise compatibility purpose using a grant provided under this subchapter shall not be considered a disposal for purposes of paragraph (2).

“(B) The airport owner or operator may use revenues from a lease described in subparagraph (A) for an approved airport development project that is eligible for funding under section 47114, 47115, or 47117.

“(C) The Secretary shall coordinate with each airport owner or operator to ensure that leases described in subparagraph (A) are consistent with noise buffering purposes.

“(D) The provisions of this paragraph apply to all land acquired before, on, or after the date of enactment of this paragraph.”.

**SEC. 136. AGREEMENTS GRANTING THROUGH-THE-FENCE ACCESS TO GENERAL AVIATION AIRPORTS.**

(a) **IN GENERAL.**—Section 47107 is amended by adding at the end the following:

“(t) **AGREEMENTS GRANTING THROUGH-THE-FENCE ACCESS TO GENERAL AVIATION AIRPORTS.**—

“(1) **IN GENERAL.**—Subject to paragraph (2), a sponsor of a general aviation airport shall not be considered to be in violation of this subtitle, or to be in violation of a grant assurance made under this section or under any other provision of law as a condition for the receipt of Federal financial assistance for airport development, solely because the sponsor enters into an agreement that grants to a person that owns residential real property adjacent to or near the airport access to the airfield of the airport for the following:

“(A) Aircraft of the person.

“(B) Aircraft authorized by the person.

“(2) **THROUGH-THE-FENCE AGREEMENTS.**—

“(A) **IN GENERAL.**—An agreement described in paragraph (1) between an airport sponsor and a property owner (or an association representing such property owner) shall be a written agreement that prescribes the rights, responsibilities, charges, duration, and other terms the airport sponsor determines are necessary to establish and manage the airport sponsor’s relationship with the property owner.

“(B) **TERMS AND CONDITIONS.**—An agreement described in paragraph (1) between an airport sponsor and a property owner (or an association representing such property owner) shall require the property owner, at minimum—

“(i) to pay airport access charges that, as determined by the airport sponsor, are comparable to those charged to tenants and operators on-airport making similar use of the airport;

“(ii) to bear the cost of building and maintaining the infrastructure that, as determined by the airport sponsor, is necessary to provide aircraft located on the property adjacent to or near the airport access to the airfield of the airport;

“(iii) to maintain the property for residential, noncommercial use for the duration of the agreement;

“(iv) to prohibit access to the airport from other properties through the property of the property owner; and

“(v) to prohibit any aircraft refueling from occurring on the property.”.

(b) **APPLICABILITY.**—The amendment made by subsection (a) shall apply to an agreement between an airport sponsor and a property owner (or an association representing such property owner) entered into before, on, or after the date of enactment of this Act.

**SEC. 137. GOVERNMENT SHARE OF PROJECT COSTS.**

Section 47109 is amended—

(1) in subsection (a) by striking “provided in subsection (b) or subsection (c) of this section” and inserting “otherwise provided in this section”; and

(2) by adding at the end the following:

“(e) **SPECIAL RULE FOR TRANSITION FROM SMALL HUB TO MEDIUM HUB STATUS.**—If the status of a small hub airport changes to a medium hub airport, the Government’s share of allowable project costs for the airport may not exceed 90 percent for the first 2 fiscal years after such change in hub status.

“(f) **SPECIAL RULE FOR ECONOMICALLY DISTRESSED COMMUNITIES.**—The Government’s share of allowable project costs shall be 95 percent for a project at an airport that—

“(1) is receiving essential air service for which compensation was provided to an air carrier under subchapter II of chapter 417; and

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

**SEC. 138. ALLOWABLE PROJECT COSTS.**

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

“(D) if the cost is for airport development and is incurred before execution of the grant agreement, but in the same fiscal year as execution of the grant agreement, and if—

“(i) the cost was incurred before execution of the grant agreement because the airport has a shortened construction season due to climatic conditions in the vicinity of the airport;

“(ii) the cost is in accordance with an airport layout plan approved by the Secretary and with all statutory and administrative requirements that would have been applicable to the project if the project had been carried out after execution of the grant agreement, including submission of a complete grant application to the appropriate regional or district office of the Federal Aviation Administration;

“(iii) the sponsor notifies the Secretary before authorizing work to commence on the project;

“(iv) the sponsor has an alternative funding source available to fund the project; and

“(v) the sponsor’s decision to proceed with the project in advance of execution of the grant agreement does not affect the priority assigned to the project by the Secretary for the allocation of discretionary funds.”.

(b) **INCLUSION OF MEASURES TO IMPROVE EFFICIENCY OF AIRPORT BUILDINGS IN AIRPORT IMPROVEMENT PROJECTS.**—Section 47110(b) is amended—

(1) in paragraph (5) by striking “; and” and inserting a semicolon;

(2) in paragraph (6) by striking the period at the end and inserting “; and”;

(3) by adding at the end the following:

“(7) if the cost is incurred on a measure to improve the efficiency of an airport building (such as a measure designed to meet one or more of the criteria for being considered a high-performance green building as set forth under section 401(13) of the Energy Independence and Security Act of 2007 (42 U.S.C. 17061(13))) and—

“(A) the measure is for a project for airport development;

“(B) the measure is for an airport building that is otherwise eligible for construction assistance under this subchapter; and

“(C) if the measure results in an increase in initial project costs, the increase is justified by expected savings over the life cycle of the project.”.

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

“(d) **RELOCATION OF AIRPORT-OWNED FACILITIES.**—The Secretary may determine that the costs of relocating or replacing an airport-owned facility are allowable for an airport development project at an airport only if—

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

“(2) the Secretary determines that the relocation or replacement is required due to a change in the Secretary’s design standards; and

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

(d) **NONPRIMARY AIRPORTS.**—Section 47110(h) is amended—

(1) by inserting “construction” before “costs of revenue producing”; and

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

(e) *BIRD-DETECTING RADAR SYSTEMS.*—Section 47110 is amended by adding at the end the following:

“(i) *BIRD-DETECTING RADAR SYSTEMS.*—The Administrator of the Federal Aviation Administration, upon the conclusion of all planned research by the Administration regarding avian radar systems, shall—

“(1) update Advisory Circular No. 150/5220-25 to specify which systems have been studied; and

“(2) within 180 days after such research is concluded, issue a final report on the use of avian radar systems in the national airspace system.”.

#### SEC. 139. VETERANS' PREFERENCE.

Section 47112(c) is amended—

(1) in paragraph (1)—

(A) in subparagraph (B) by striking “separated from” and inserting “discharged or released from active duty in”; and

(B) by adding at the end the following:

“(C) ‘Afghanistan-Iraq war veteran’ means an individual who served on active duty (as defined in section 101 of title 38) in the armed forces in support of Operation Enduring Freedom, Operation Iraqi Freedom, or Operation New Dawn for more than 180 consecutive days, any part of which occurred after September 11, 2001, and before the date prescribed by presidential proclamation or by law as the last day of Operation Enduring Freedom, Operation Iraqi Freedom, or Operation New Dawn (whichever is later), and who was discharged or released from active duty in the armed forces under honorable conditions.

“(D) ‘Persian Gulf veteran’ means an individual who served on active duty in the armed forces in the Southwest Asia theater of operations during the Persian Gulf War for more than 180 consecutive days, any part of which occurred after August 2, 1990, and before the date prescribed by presidential proclamation or by law, and who was discharged or released from active duty in the armed forces under honorable conditions.”; and

(2) in paragraph (2) by striking “Vietnam-era veterans and disabled veterans” and inserting “Vietnam-era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns (as defined in section 3 of the Small Business Act (15 U.S.C. 632)) owned and controlled by disabled veterans”.

#### SEC. 140. MINORITY AND DISADVANTAGED BUSINESS PARTICIPATION.

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

(1) While significant progress has occurred due to the establishment of the airport disadvantaged business enterprise program (49 U.S.C. 47107(e) and 47113), discrimination and related barriers continue to pose significant obstacles for minority- and women-owned businesses seeking to do business in airport-related markets across the Nation. These continuing barriers merit the continuation of the airport disadvantaged business enterprise program.

(2) Congress has received and reviewed testimony and documentation of race and gender discrimination from numerous sources, including congressional hearings and roundtables, scientific reports, reports issued by public and private agencies, news stories, reports of discrimination by organizations and individuals, and discrimination lawsuits. This testimony and documentation shows that race- and gender-neutral efforts alone are insufficient to address the problem.

(3) This testimony and documentation demonstrates that discrimination across the Nation poses a barrier to full and fair participation in airport-related businesses of women business owners and minority business owners in the racial groups detailed in parts 23 and 26 of title 49, Code of Federal Regulations, and has impacted firm development and many aspects of airport-related business in the public and private markets.

(4) This testimony and documentation provides a strong basis that there is a compelling need for the continuation of the airport disadvantaged business enterprise program and the airport concessions disadvantaged business enterprise program to address race and gender discrimination in airport-related business.

(b) *STANDARDIZING CERTIFICATION OF DISADVANTAGED BUSINESS ENTERPRISES.*—Section 47113 is amended by adding at the end the following:

“(e) *MANDATORY TRAINING PROGRAM.*—

“(1) *IN GENERAL.*—Not later than 1 year after the date of enactment of this subsection, the Secretary shall establish a mandatory training program for persons described in paragraph (3) to provide streamlined training on certifying whether a small business concern qualifies as a small business concern owned and controlled by socially and economically disadvantaged individuals under this section and section 47107(e).

“(2) *IMPLEMENTATION.*—The training program may be implemented by one or more private entities approved by the Secretary.

“(3) *PARTICIPANTS.*—A person referred to in paragraph (1) is an official or agent of an airport sponsor—

“(A) who is required to provide a written assurance under this section or section 47107(e) that the airport owner or operator will meet the percentage goal of subsection (b) of this section or section 47107(e)(1), as the case may be; or

“(B) who is responsible for determining whether or not a small business concern qualifies as a small business concern owned and controlled by socially and economically disadvantaged individuals under this section or section 47107(e).”.

(c) *INSPECTOR GENERAL REPORT ON PARTICIPATION IN FAA PROGRAMS BY DISADVANTAGED SMALL BUSINESS CONCERN.*—

(1) *IN GENERAL.*—For each of fiscal years 2013 through 2015, the Inspector General of the Department of Transportation shall submit to Congress a report on the number of new small business concerns owned and controlled by socially and economically disadvantaged individuals, including those owned by veterans, that participated in the programs and activities funded using the amounts made available under this Act.

(2) *NEW SMALL BUSINESS CONCERN.*—For purposes of subsection (a), a new small business concern is a small business concern that did not participate in the programs and activities described in subsection (a) in a previous fiscal year.

(3) *CONTENTS.*—The report shall include—

(A) a list of the top 25 and bottom 25 large and medium hub airports in terms of providing opportunities for small business concerns owned and controlled by socially and economically disadvantaged individuals to participate in the programs and activities funded using the amounts made available under this Act;

(B) the results of an assessment, to be conducted by the Inspector General, on the reasons why the top airports have been successful in providing such opportunities; and

(C) recommendations to the Administrator of the Federal Aviation Administration and Congress on methods for other airports to achieve results similar to those of the top airports.

#### SEC. 141. SPECIAL APPORTIONMENT RULES.

(a) *ELIGIBILITY TO RECEIVE PRIMARY AIRPORT MINIMUM APPORTIONMENT AMOUNT.*—Section 47114(d) is amended by adding at the end the following:

“(7) *ELIGIBILITY TO RECEIVE PRIMARY AIRPORT MINIMUM APPORTIONMENT AMOUNT.*—Notwithstanding any other provision of this subsection, the Secretary may apportion to an airport sponsor in a fiscal year an amount equal to the minimum apportionment available under subsection (c)(1)(B) if the Secretary finds that the airport—

“(A) received scheduled or unscheduled air service from a large certificated air carrier (as

defined in part 241 of title 14, Code of Federal Regulations, or such other regulations as may be issued by the Secretary under the authority of section 41709) in the calendar year used to calculate the apportionment; and

“(B) had more than 10,000 passenger boardings in the calendar year used to calculate the apportionment.”.

(b) *SPECIAL RULE FOR FISCAL YEARS 2012 AND 2013.*—Section 47114(c)(1) is amended—

(1) by striking subparagraphs (F) and (G); and

(2) by inserting after subparagraph (E) the following:

“(F) *SPECIAL RULE FOR FISCAL YEARS 2012 AND 2013.*—Notwithstanding subparagraph (A), for an airport that had more than 10,000 passenger boardings and scheduled passenger aircraft service in calendar year 2007, but in either calendar year 2009 or 2010, or in both years, the number of passenger boardings decreased to a level below 10,000 boardings per year at such airport, the Secretary may apportion in each of fiscal years 2012 and 2013 to the sponsor of such airport an amount equal to the amount apportioned to that sponsor in fiscal year 2009.”.

#### SEC. 142. UNITED STATES TERRITORIES MINIMUM GUARANTEE.

Section 47114 is amended by adding at the end the following:

“(g) *SUPPLEMENTAL APPORTIONMENT FOR PUERTO RICO AND UNITED STATES TERRITORIES.*—The Secretary shall apportion amounts for airports in Puerto Rico and all other United States territories in accordance with this section. This subsection does not prohibit the Secretary from making project grants for airports in Puerto Rico or other United States territories from the discretionary fund under section 47115.”.

#### SEC. 143. REDUCING APPORTIONMENTS.

Section 47114(f)(1) is amended by striking subparagraphs (A) and (B) and inserting the following:

“(A) in the case of a charge of \$3.00 or less—

“(i) except as provided in clause (ii), 50 percent of the projected revenues from the charge in the fiscal year but not by more than 50 percent of the amount that otherwise would be apportioned under this section; or

“(ii) with respect to an airport in Hawaii, 50 percent of the projected revenues from the charge in the fiscal year but not by more than 50 percent of the excess of—

“(I) the amount that otherwise would be apportioned under this section; over

“(II) the amount equal to the amount specified in subclause (I) multiplied by the percentage of the total passenger boardings at the applicable airport that are comprised of interisland passengers; and

“(B) in the case of a charge of more than \$3.00—

“(i) except as provided in clause (ii), 75 percent of the projected revenues from the charge in the fiscal year but not by more than 75 percent of the amount that otherwise would be apportioned under this section; or

“(ii) with respect to an airport in Hawaii, 75 percent of the projected revenues from the charge in the fiscal year but not by more than 75 percent of the excess of—

“(I) the amount that otherwise would be apportioned under this section; over

“(II) the amount equal to the amount specified in subclause (I) multiplied by the percentage of the total passenger boardings at the applicable airport that are comprised of interisland passengers.”.

#### SEC. 144. MARSHALL ISLANDS, MICRONESIA, AND PALAU.

Section 47115(j) is amended by striking “For fiscal years” and all that follows before “the sponsors” and inserting “For fiscal years 2012 through 2015.”.

#### SEC. 145. USE OF APPORTIONED AMOUNTS.

Section 47117(e)(1)(A) is amended—

(1) by striking “35 percent” in the first sentence and inserting “35 percent, but not more than \$300,000,000.”;

(2) by striking “and” after “47141.”;

(3) by striking “et seq.” and inserting “et seq.”, and for water quality mitigation projects to comply with the Act of June 30, 1948 (33 U.S.C. 1251 et seq.), approved in an environmental record of decision for an airport development project under this title.”; and

(4) by striking “such 35 percent requirement is” in the second sentence and inserting “the requirements of the preceding sentence are.”.

**SEC. 146. DESIGNATING CURRENT AND FORMER MILITARY AIRPORTS.**

(a) **CONSIDERATIONS.**—Section 47118(c) is amended—

(1) in paragraph (1) by striking “or” after the semicolon;

(2) in paragraph (2) by striking “delays.” and inserting “delays, or”; and

(3) by adding at the end the following:

“(3) preserve or enhance minimum airfield infrastructure facilities at former military airports to support emergency diversionary operations for transoceanic flights in locations—

“(A) within United States jurisdiction or control; and

“(B) where there is a demonstrable lack of diversionary airports within the distance or flight-time required by regulations governing transoceanic flights.”.

(b) **DESIGNATION OF GENERAL AVIATION AIRPORTS.**—Section 47118(g) is amended—

(1) in the subsection heading by striking “AIRPORT” and inserting “AIRPORTS”; and

(2) by striking “one of the airports bearing a designation under subsection (a) may be a general aviation airport that was a former military installation” and inserting “3 of the airports bearing designations under subsection (a) may be general aviation airports that were former military installations”.

(c) **SAFETY-CRITICAL AIRPORTS.**—Section 47118 is amended by adding at the end the following:

“(h) **SAFETY-CRITICAL AIRPORTS.**—Notwithstanding any other provision of this chapter, a grant under section 47117(e)(1)(B) may be made for a federally owned airport designated under subsection (a) if the grant is for a project that is—

“(1) to preserve or enhance minimum airfield infrastructure facilities described in subsection (c)(3); and

“(2) necessary to meet the minimum safety and emergency operational requirements established under part 139 of title 14, Code of Federal Regulations.”.

**SEC. 147. CONTRACT TOWER PROGRAM.**

(a) **COST-BENEFIT REQUIREMENT.**—Section 47124(b) is amended—

(1) in paragraph (1)—

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

“(1) CONTRACT TOWER PROGRAM.—

“(A) CONTINUATION.—The Secretary”; and

(B) by adding at the end the following:

“(B) SPECIAL RULE.—If the Secretary determines that a tower already operating under the program continued under this paragraph has a benefit-to-cost ratio of less than 1.0, the airport sponsor or State or local government having jurisdiction over the airport shall not be required to pay the portion of the costs that exceeds the benefit for a period of 18 months after such determination is made.

“(C) USE OF EXCESS FUNDS.—If the Secretary finds that all or part of an amount made available to carry out the program continued under this paragraph is not required during a fiscal year, the Secretary may use, during such fiscal year, the amount not so required to carry out the program established under paragraph (3).”; and

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

“(2) GENERAL AUTHORITY.—The Secretary”.

(b) **FUNDING; USE OF EXCESS FUNDS.**—Section 47124(b)(3) is amended by striking subparagraph (E) and inserting the following:

“(E) **FUNDING.**—Of the amounts appropriated pursuant to section 106(k)(1), not more than \$10,350,000 for each of fiscal years 2012 through 2015 may be used to carry out this paragraph.

“(F) **USE OF EXCESS FUNDS.**—If the Secretary finds that all or part of an amount made available under this paragraph is not required during a fiscal year, the Secretary may use, during such fiscal year, the amount not so required to carry out the program continued under paragraph (1).”.

(c) **FEDERAL SHARE.**—Section 47124(b)(4)(C) is amended by striking “\$1,500,000” and inserting “\$2,000,000”.

(d) **SAFETY AUDITS.**—Section 47124 is amended by adding at the end the following:

“(c) **SAFETY AUDITS.**—The Secretary shall establish uniform standards and requirements for regular safety assessments of air traffic control towers that receive funding under this section.”.

**SEC. 148. RESOLUTION OF DISPUTES CONCERNING AIRPORT FEES.**

(a) **IN GENERAL.**—Section 47129 is amended—

(1) by striking the section heading and inserting the following:

**“§47129. Resolution of disputes concerning airport fees”;**

(2) by inserting “AND FOREIGN AIR CARRIER” after “CARRIER” in the heading for subsection (d);

(3) by inserting “AND FOREIGN AIR CARRIER” after “CARRIER” in the heading for subsection (d)(2);

(4) by striking “air carrier” each place it appears and inserting “air carrier or foreign air carrier”;

(5) by striking “air carrier’s” each place it appears and inserting “air carrier’s or foreign air carrier’s”;

(6) by striking “air carriers” and inserting “air carriers or foreign air carriers”; and

(7) by striking “(as defined in section 40102 of this title)” in subsection (a) and inserting “(as those terms are defined in section 40102)”.

(b) **CONFORMING AMENDMENT.**—The analysis for chapter 471 is amended by striking the item relating to section 47129 and inserting the following:

“47129. Resolution of disputes concerning airport fees.”.

**SEC. 149. SALE OF PRIVATE AIRPORTS TO PUBLIC SPONSORS.**

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

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

“(1) **PRIOR LAWS AND AGREEMENTS.**—Subsection (a) shall not apply if”; and

(2) by adding at the end the following:

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

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

“(B) funding is provided under this subchapter for any portion of the public sponsor’s acquisition of airport land; and

“(C) an amount equal to the remaining unamortized portion of any airport improvement grant made to that airport for purposes other than land acquisition, amortized over a 20-year period, plus an amount equal to the Federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996, is repaid to the Secretary by the private owner.

“(3) **TREATMENT OF REPAYMENTS.**—Repayments referred to in paragraph (2)(C) shall be treated as a recovery of prior year obligations.”.

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

**SEC. 150. REPEAL OF CERTAIN LIMITATIONS ON METROPOLITAN WASHINGTON AIRPORTS AUTHORITY.**

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

**SEC. 151. MIDWAY ISLAND AIRPORT.**

Section 186(d) of the Vision 100—Century of Aviation Reauthorization Act (117 Stat. 2518) is amended by striking “for fiscal years” and all that follows before “from amounts” and inserting “for fiscal years 2012 through 2015”.

**SEC. 152. MISCELLANEOUS AMENDMENTS.**

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

(1) in subsection (a)—

(A) by striking “each airport to—” and inserting “the airport system to—”;

(B) in paragraph (1) by striking “system in the particular area;” and inserting “system, including connection to the surface transportation network; and”;

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

(D) by striking paragraph (3);

(2) in subsection (b)—

(A) in paragraph (1) by striking the semicolon and inserting “; and”;

(B) by striking paragraph (2) and redesignating paragraph (3) as paragraph (2); and

(C) in paragraph (2) (as so redesignated) by striking “, Short Takeoff and Landing/Very Short Takeoff and Landing aircraft operations;” and

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

(b) **CONSOLIDATION OF TERMINAL DEVELOPMENT PROVISIONS.**—Section 47119 is amended—

(1) by redesignating subsections (a), (b), (c), and (d) as subsections (b), (c), (d), and (e), respectively;

(2) by inserting before subsection (b) (as so redesignated) the following:

“(a) **TERMINAL DEVELOPMENT PROJECTS.**—

“(I) **IN GENERAL.**—The Secretary of Transportation may approve a project for terminal development (including multimodal terminal development) in a nonrevenue-producing public-use area of a commercial service airport—

“(A) if the sponsor certifies that the airport, on the date the grant application is submitted to the Secretary, has—

“(i) all the safety equipment required for certification of the airport under section 44706;

“(ii) all the security equipment required by regulation; and

“(iii) provided for access by passengers to the area of the airport for boarding or exiting aircraft that are not air carrier aircraft;

“(B) if the cost is directly related to moving passengers and baggage in air commerce within the airport, including vehicles for moving passengers between terminal facilities and between terminal facilities and aircraft; and

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

“(2) **PROJECT IN REVENUE-PRODUCING AREAS AND NONREVENUE-PRODUCING PARKING LOTS.**—In making a decision under paragraph (1), the Secretary may approve as allowable costs the expenses of terminal development in a revenue-producing area and construction, reconstruction, repair, and improvement in a nonrevenue-producing parking lot if—

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

“(B) the sponsor certifies that any needed airport development project affecting safety, security, or capacity will not be deferred because of the Secretary’s approval.”;

(3) in subsection (b)(4)(B) (as redesignated by paragraph (1) of this subsection) by striking “Secretary of Transportation” and inserting “Secretary”;

(4) in subsections (b)(3) and (b)(4)(A) (as redesignated by paragraph (1) of this subsection) by striking “section 47110(d)” and inserting “subsection (a)”;

(5) in subsection (b)(5) (as redesigned by paragraph (1) of this subsection) by striking “subsection (b)(1) and (2)” and inserting “subsections (c)(1) and (c)(2)”;

(6) in subsections (c)(1), (c)(2)(A), (c)(3), and (c)(4) (as redesigned by paragraph (1) of this subsection) by striking “section 47110(d) of this title” and inserting “subsection (a)”;

(7) in subsections (c)(2)(B) and (c)(5) (as redesigned by paragraph (1) of this subsection) by striking “section 47110(d)” and inserting “subsection (a)”; and

(8) by adding at the end the following:

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

(c) ANNUAL REPORT.—Section 47131(a) is amended—

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

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

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

“(2) a summary of individual grants issued;

“(3) an accounting of discretionary and apportioned funds allocated;

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

(d) CORRECTION TO EMISSION CREDITS PROVISION.—Section 47139 is amended—

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

(2) in subsection (b)—

(A) by striking “47102(3)(F)”; and

(B) by striking “47103(3)(F)”.

(e) CONFORMING AMENDMENTS.—

(1) Section 40117(a)(3)(B) is amended by striking “section 47110(d)” and inserting “section 47119(a)”.

(2) Section 47108(e)(3) is amended—

(A) by striking “section 47110(d)(2)” and inserting “section 47119(a)”; and

(B) by striking “section 47110(d)” and inserting “section 47119(a)”.

(f) CORRECTION TO SURPLUS PROPERTY AUTHORITY.—Section 47151(e) is amended by striking “(other than real property” and all that follows through “(10 U.S.C. 2687 note)”).

(g) DEFINITIONS.—

(1) CONGESTED AIRPORT.—Section 47175(2) is amended by striking “2001” and inserting “2004 or any successor report”.

(2) JOINT USE AIRPORT.—Section 47175 is amended by adding at the end the following:

“(7) JOINT USE AIRPORT.—The term ‘joint use airport’ means an airport owned by the Department of Defense, at which both military and civilian aircraft make shared use of the airfield.”.

**SEC. 153. EXTENSION OF GRANT AUTHORITY FOR COMPATIBLE LAND USE PLANNING AND PROJECTS BY STATE AND LOCAL GOVERNMENTS.**

Section 47141(f) is amended to read as follows:

“(f) SUNSET.—This section shall not be in effect after September 30, 2015.”.

**SEC. 154. PRIORITY REVIEW OF CONSTRUCTION PROJECTS IN COLD WEATHER STATES.**

The Administrator of the Federal Aviation Administration, to the extent practicable, shall schedule the Administrator’s review of construction projects so that projects to be carried out in States in which the weather during a typical calendar year prevents major construction projects from being carried out before May 1 are reviewed as early as possible.

**SEC. 155. STUDY ON NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS.**

(a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Secretary

of Transportation shall begin a study to evaluate the formulation of the national plan of integrated airport systems (in this section referred to as the “plan”) under section 47103 of title 49, United States Code.

(b) CONTENTS OF STUDY.—The study shall include a review of the following:

(1) The criteria used for including airports in the plan and the application of such criteria in the most recently published version of the plan.

(2) The changes in airport capital needs as shown in the 2005–2009 and 2007–2011 plans, compared with the amounts apportioned or otherwise made available to individual airports between 2005 and 2010.

(3) A comparison of the amounts received by airports under the airport improvement program in airport apportionments, State apportionments, and discretionary grants during such fiscal years with capital needs as reported in the plan.

(4) The effect of transfers of airport apportionments under title 49, United States Code.

(5) An analysis on the feasibility and advisability of apportioning amounts under section 47114(c)(1) of title 49, United States Code, to the sponsor of each primary airport for each fiscal year an amount that bears the same ratio to the amount subject to the apportionment for fiscal year 2009 as the number of passenger boardings at the airport during the prior calendar year bears to the aggregate of all passenger boardings at all primary airports during that calendar year.

(6) A documentation and review of the methods used by airports to reach the 10,000 passenger enplanement threshold, including whether such airports subsidize commercial flights to reach such threshold, at every airport in the United States that reported between 10,000 and 15,000 passenger enplanements during each of the 2 most recent calendar years for which such data is available.

(7) Any other matters pertaining to the plan that the Secretary determines appropriate.

(c) REPORT TO CONGRESS.—

(1) SUBMISSION.—Not later than 36 months after the date that the Secretary begins the study under this section, the Secretary 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.

(2) CONTENTS.—The report shall include—

(A) the findings of the Secretary on each of the issues described in subsection (b);

(B) recommendations for any changes to policies and procedures for formulating the plan; and

(C) recommendations for any changes to the methods of determining the amounts to be apportioned or otherwise made available to individual airports.

**SEC. 156. AIRPORT PRIVATIZATION PROGRAM.**

Section 47134(b) is amended in the matter preceding paragraph (1) by striking “5 airports” and inserting “10 airports”.

**TITLE II—NEXTGEN AIR TRANSPORTATION SYSTEM AND AIR TRAFFIC CONTROL MODERNIZATION**

**SEC. 201. DEFINITIONS.**

In this title, the following definitions apply:

(1) NEXTGEN.—The term “NextGen” means the Next Generation Air Transportation System.

(2) ADS-B.—The term “ADS-B” means automatic dependent surveillance-broadcast.

(3) ADS-B OUT.—The term “ADS-B Out” means automatic dependent surveillance-broadcast with the ability to transmit information from the aircraft to ground stations and to other equipped aircraft.

(4) ADS-B IN.—The term “ADS-B In” means automatic dependent surveillance-broadcast with the ability to transmit information from the aircraft to ground stations and to other equipped aircraft as well as the ability of the

aircraft to receive information from other transmitting aircraft and the ground infrastructure.

(5) RNAV.—The term “RNAV” means area navigation.

(6) RNP.—The term “RNP” means required navigation performance.

**SEC. 202. NEXTGEN DEMONSTRATIONS AND CONCEPTS.**

In allocating amounts appropriated pursuant to section 48101(a) of title 49, United States Code, the Secretary of Transportation shall give priority to the following NextGen activities:

(1) Next Generation Transportation System—Demonstrations and Infrastructure Development.

(2) Next Generation Transportation System—Trajectory Based Operations.

(3) Next Generation Transportation System—Reduce Weather Impact.

(4) Next Generation Transportation System—Arrivals/Departures at High Density Airports.

(5) Next Generation Transportation System—Collaborative ATM.

(6) Next Generation Transportation System—Flexible Terminals and Airports.

(7) Next Generation Transportation System—Safety, Security, and Environment.

(8) Next Generation Transportation System—Systems Network Facilities.

(9) Center for Advanced Aviation System Development.

(10) Next Generation Transportation System—System Development.

(11) Data Communications in support of Next Generation Air Transportation System.

(12) ADS-B NAS-Wide Implementation.

(13) System-Wide Information Management.

(14) Next Generation Transportation System—Facility Consolidation and Realignment.

(15) En Route Modernization—D-Position Upgrade and System Enhancements.

(16) National Airspace System Voice System.

(17) Next Generation Network Enabled Weather.

(18) NextGen Performance Based Navigation Metroplex Area Navigation/Required Navigation Performance.

**SEC. 203. CLARIFICATION OF AUTHORITY TO ENTER INTO REIMBURSABLE AGREEMENTS.**

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

**SEC. 204. CHIEF NEXTGEN OFFICER.**

Section 106 is amended by adding at the end the following:

“(s) CHIEF NEXTGEN OFFICER.—

“(I) IN GENERAL.—

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

“(B) QUALIFICATIONS.—The Chief NextGen Officer shall have a demonstrated ability in management and knowledge of or experience in aviation and systems engineering.

“(C) TERM.—The Chief NextGen Officer shall be appointed for a term of 5 years.

“(D) REMOVAL.—The Chief NextGen Officer shall serve at the pleasure of the Administrator, except that the Administrator shall make every effort to ensure stability and continuity in the leadership of the implementation of NextGen.

“(E) VACANCY.—Any individual appointed to fill a vacancy in the position of Chief NextGen Officer occurring before the expiration of the term for which the individual’s predecessor was appointed shall be appointed for the remainder of that term.

“(2) COMPENSATION.—

“(A) IN GENERAL.—The Chief NextGen Officer shall be paid at an annual rate of basic pay to be determined by the Administrator. The annual rate may not exceed the annual compensation paid under section 102 of title 3. The Chief

NextGen Officer shall be subject to the postemployment provisions of section 207 of title 18 as if the position of Chief NextGen 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 NextGen Officer may receive a bonus for any calendar year not to exceed 30 percent of the annual rate of basic pay, based upon the Administrator's evaluation of the Chief NextGen Officer's performance in relation to the performance goals set forth in the performance agreement described in paragraph (3).

**“(3) ANNUAL PERFORMANCE AGREEMENT.**—The Administrator and the Chief NextGen Officer, in consultation with the Federal Aviation Management Advisory Council, shall enter into an annual performance agreement that sets forth measurable organization and individual goals for the Chief NextGen Officer in key operational areas. The agreement shall be subject to review and renegotiation on an annual basis.

**“(4) ANNUAL PERFORMANCE REPORT.**—The Chief NextGen Officer shall prepare and transmit to the Secretary of Transportation, 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 an annual management report containing such information as may be prescribed by the Secretary.

**“(5) RESPONSIBILITIES.**—The responsibilities of the Chief NextGen Officer include the following:

“(A) Implementing NextGen activities and budgets across all program offices of the Federal Aviation Administration.

“(B) Coordinating the implementation of NextGen activities with the Office of Management and Budget.

“(C) Reviewing and providing advice on the Administration's modernization programs, budget, and cost accounting system with respect to NextGen.

“(D) With respect to the budget of the Administration—

“(i) developing a budget request of the Administration related to the implementation of NextGen;

“(ii) submitting such budget request to the Administrator; and

“(iii) ensuring that the budget request supports the annual and long-range strategic plans of the Administration with respect to NextGen.

“(E) Consulting with the Administrator on the Capital Investment Plan of the Administration prior to its submission to Congress.

“(F) Developing an annual NextGen implementation plan.

“(G) Ensuring that NextGen implementation activities are planned in such a manner as to require that system architecture is designed to allow for the incorporation of novel and currently unknown technologies into NextGen in the future and that current decisions do not bias future decisions unfairly in favor of existing technology at the expense of innovation.

“(H) Coordinating with the NextGen Joint Planning and Development Office with respect to facilitating cooperation among all Federal agencies whose operations and interests are affected by the implementation of NextGen.

“(6) EXCEPTION.—If the Administrator appoints as the Chief NextGen Officer, pursuant to paragraph (1)(A), an Executive Schedule employee covered by section 5315 of title 5, then paragraphs (1)(B), (1)(C), (2), and (3) of this subsection shall not apply to such employee.

“(7) NEXTGEN DEFINED.—For purposes of this subsection, the term 'NextGen' means the Next Generation Air Transportation System.”.

**SEC. 205. DEFINITION OF AIR NAVIGATION FACILITY.**

Section 40102(a)(4) is amended—

(1) by redesignating subparagraph (D) as subparagraph (E);

(2) by striking subparagraphs (B) and (C); and

(3) by inserting after subparagraph (A) the following:

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

“(C) apparatus, equipment, software, or service for distributing aeronautical and meteorological information to air traffic control facilities or aircraft;

“(D) communication, navigation, or surveillance equipment for air-to-ground or air-to-air applications;”;

(4) in subparagraph (E) (as redesignated by paragraph (1) of this section)—

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

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

(5) by adding at the end the following:

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

**SEC. 206. CLARIFICATION TO ACQUISITION REFORM AUTHORITY.**

Section 40110(c) is amended—

(1) by inserting “and” after the semicolon in paragraph (3);

(2) by striking paragraph (4); and

(3) by redesignating paragraph (5) as paragraph (4).

**SEC. 207. ASSISTANCE TO FOREIGN AVIATION AUTHORITIES.**

Section 40113(e) is amended—

(1) in paragraph (1)—

(A) by inserting “(whether public or private)” after “authorities”; and

(B) by striking “safety.” and inserting “safety or efficiency. The Administrator is authorized to participate in, and submit offers in response to, competitions to provide these services, and to contract with foreign aviation authorities to provide these services consistent with section 106(l)(6).”;

(2) in paragraph (2) by adding at the end the following: “The Administrator is authorized, notwithstanding any other provision of law or policy, to accept payments for services provided under this subsection in arrears.”; and

(3) by striking paragraph (3) and inserting the following:

“(3) CREDITING APPROPRIATIONS.—Funds received by the Administrator pursuant to this section shall—

“(A) be credited to the appropriation current when the amount is received;

“(B) be merged with and available for the purposes of such appropriation; and

“(C) remain available until expended.”.

**SEC. 208. NEXT GENERATION AIR TRANSPORTATION SYSTEM JOINT PLANNING AND DEVELOPMENT OFFICE.**

(a) **REDESIGNATION OF JPDO DIRECTOR TO ASSOCIATE ADMINISTRATOR.**—

**(1) ASSOCIATE ADMINISTRATOR FOR NEXT GENERATION AIR TRANSPORTATION SYSTEM PLANNING, DEVELOPMENT, AND INTERAGENCY COORDINATION.**—Section 709(a) of the Vision 100—Century of Aviation Reauthorization Act (49 U.S.C. 40101 note; 117 Stat. 2582) is amended—

(A) by redesignating paragraphs (2), (3), and (4) as paragraphs (3), (4), and (5), respectively; and

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

“(2) The head of the Office shall be the Associate Administrator for Next Generation Air Transportation System Planning, Development, and Interagency Coordination, who shall be appointed by the Administrator of the Federal Aviation Administration, with the approval of the Secretary. The Administrator shall appoint the Associate Administrator after consulting with the Chairman of the Next Generation Senior Policy Committee and providing advanced notice to the other members of that Committee.”.

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

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

(B) in subparagraph (H) by striking the period at the end and inserting a semicolon; and

(C) by adding at the end the following:

“(I) establishing specific quantitative goals for the safety, capacity, efficiency, performance, and environmental impacts of each phase of Next Generation Air Transportation System planning and development activities and measuring actual operational experience against those goals, taking into account noise pollution reduction concerns of affected communities to the extent practicable in establishing the environmental goals;

“(J) working to ensure global interoperability of the Next Generation Air Transportation System;

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

“(L) overseeing, with the Administrator and in consultation with the Chief NextGen Officer, the selection of products or outcomes of research and development activities that should be moved to a demonstration phase; and

“(M) maintaining a baseline modeling and simulation environment for testing and evaluating alternative concepts to satisfy Next Generation Air Transportation System enterprise architecture requirements.”.

**(3) COOPERATION WITH OTHER FEDERAL AGENCIES.**—Section 709(a)(4) of such Act (as redesignated by paragraph (1) of this subsection) is amended—

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

(B) by adding at the end the following:

“(B) The Secretary of Defense, the Administrator of the National Aeronautics and Space Administration, the Secretary of Commerce, the Secretary of Homeland Security, and the head of any other Federal agency from which the Secretary of Transportation requests assistance under subparagraph (A) shall designate a senior official in the agency to be responsible for—

“(i) carrying out the activities of the agency relating to the Next Generation Air Transportation System in coordination with the Office, including the execution of all aspects of the work of the agency in developing and implementing the integrated work plan described in subsection (b)(5);

“(ii) serving as a liaison for the agency in activities of the agency relating to the Next Generation Air Transportation System and coordinating with other Federal agencies involved in activities relating to the System; and

“(iii) ensuring that the agency meets its obligations as set forth in any memorandum of understanding executed by or on behalf of the agency relating to the Next Generation Air Transportation System.

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

“(i) ensure that the responsibilities of the agency relating to the Next Generation Air Transportation System are clearly communicated to the senior official of the agency designated under subparagraph (B);

“(ii) ensure that the performance of the senior official in carrying out the responsibilities of the agency relating to the Next Generation Air Transportation System is reflected in the official's annual performance evaluations and compensation;

“(iii) establish or designate an office within the agency to carry out its responsibilities under the memorandum of understanding under the supervision of the designated official; and

“(iv) ensure that the designated official has sufficient budgetary authority and staff resources to carry out the agency's Next Generation Air Transportation System responsibilities as set forth in the integrated plan under subsection (b).

“(D) Not later than 6 months after the date of enactment of this subparagraph, the head of

each Federal agency that has responsibility for carrying out any activity under the integrated plan under subsection (b) shall execute a memorandum of understanding with the Office obligating that agency to carry out the activity.”.

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

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

“(B) The Director of the Office of Management and Budget, to the extent practicable, shall—

“(i) ensure that—

“(II) each Federal agency covered by the plan has sufficient funds requested in the President’s budget, as submitted under section 1105(a) of title 31, United States Code, for each fiscal year covered by the plan to carry out its responsibilities under the plan; and

“(II) the development and implementation of the Next Generation Air Transportation System remains on schedule;

“(ii) include, in the President’s budget, a statement of the portion of the estimated budget of each Federal agency covered by the plan that relates to the activities of the agency under the Next Generation Air Transportation System; and

“(iii) identify and justify as part of the President’s budget submission any inconsistencies between the plan and amounts requested in the budget.

“(7) The Associate Administrator for Next Generation Air Transportation System Planning, Development, and Interagency Coordination shall be a voting member of the Joint Resources Council of the Federal Aviation Administration.”.

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

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

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

(B) by striking “beyond those currently included in the Federal Aviation Administration’s operational evolution plan”;

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

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

(4) by adding at the end the following:

“(5) a multiagency integrated work plan for the Next Generation Air Transportation System that includes—

“(A) an outline of the activities required to achieve the end-state architecture, as expressed in the concept of operations and enterprise architecture documents, that identifies each Federal agency or other entity responsible for each activity in the outline;

“(B) details on a year-by-year basis of specific accomplishments, activities, research requirements, rulemakings, policy decisions, and other milestones of progress for each Federal agency or entity conducting activities relating to the Next Generation Air Transportation System;

“(C) for each element of the Next Generation Air Transportation System, an outline, on a year-by-year basis, of what is to be accomplished in that year toward meeting the Next Generation Air Transportation System’s end-state architecture, as expressed in the concept of operations and enterprise architecture documents, as well as identifying each Federal agency or other entity that will be responsible for each component of any research, development, or implementation program;

“(D) an estimate of all necessary expenditures on a year-by-year basis, including a statement of each Federal agency or entity’s responsibility for costs and available resources, for each stage

of development from the basic research stage through the demonstration and implementation phase;

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

“(F) a transition plan for the implementation of the Next Generation Air Transportation System that includes date-specific milestones for the implementation of new capabilities into the national airspace system;

“(G) date-specific timetables for meeting the environmental goals identified in subsection (a)(3)(I); and

“(H) a description of potentially significant operational or workforce changes resulting from deployment of the Next Generation Air Transportation System.”.

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

“(d) NEXTGEN IMPLEMENTATION PLAN.—The Administrator shall develop and publish annually the document known as the NextGen Implementation Plan, or any successor document, that provides a detailed description of how the agency is implementing the Next Generation Air Transportation System.”.

(d) CONTINGENCY PLANNING.—The Associate Administrator for Next Generation Air Transportation System Planning, Development, and Interagency Coordination shall, as part of the design of the System, develop contingency plans for dealing with the degradation of the System in the event of a natural disaster, major equipment failure, or act of terrorism.

#### SEC. 209. NEXT GENERATION AIR TRANSPORTATION SENIOR POLICY COMMITTEE.

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

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

“(e) ANNUAL REPORT.—

“(1) SUBMISSION TO CONGRESS.—Not later than 1 year after the date of enactment of this subsection, and annually thereafter on the date of submission of the President’s budget request to Congress under section 1105(a) of title 31, United States Code, the Secretary shall submit to Congress a report summarizing the progress made in carrying out the integrated work plan required by section 709(b)(5) and any changes in that plan.

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

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

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

“(C) a detailed description of—

“(i) the success or failure of each item of the integrated work plan for the previous year and relevant information as to why any milestone was not met; and

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

“(D) an explanation of any change to future years in the integrated work plan and the reasons for such change; and

“(E) an identification of the levels of funding for each agency participating in the integrated work plan devoted to programs and activities under the plan for the previous fiscal year and in the President’s budget request.”.

#### SEC. 210. IMPROVED MANAGEMENT OF PROPERTY INVENTORY.

Section 40110(a) is amended by striking paragraphs (2) and (3) and inserting the following:

“(2) may construct and improve laboratories and other test facilities; and

“(3) may dispose of any interest in property for adequate compensation, and the amount so received shall—

“(A) be credited to the appropriation current when the amount is received;

“(B) be merged with and available for the purposes of such appropriation; and

“(C) remain available until expended.”.

#### SEC. 211. AUTOMATIC DEPENDENT SURVEILLANCE-BROADCAST SERVICES.

(a) REVIEW BY DOT INSPECTOR GENERAL.—

(1) IN GENERAL.—The Inspector General of the Department of Transportation shall conduct a review concerning the Federal Aviation Administration’s award and oversight of any contracts entered into by the Administration to provide ADS-B services for the national airspace system.

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

(A) an examination of how the Administration manages program risks;

(B) an assessment of expected benefits attributable to the deployment of ADS-B services, including the Administration’s plans for implementation of advanced operational procedures and air-to-air applications, as well as the extent to which ground radar will be retained;

(C) an assessment of the Administration’s analysis of specific operational benefits, and benefit/costs analyses of planned operational benefits conducted by the Administration, for ADS-B In and ADS-B Out avionics equipage for airspace users;

(D) a determination of whether the Administration has established sufficient mechanisms to ensure that all design, acquisition, operation, and maintenance requirements have been met by the contractor;

(E) an assessment of whether the Administration and any contractors are meeting cost, schedule, and performance milestones, as measured against the original baseline of the Administration’s program for providing ADS-B services;

(F) an assessment of how security issues are being addressed in the overall design and implementation of the ADS-B system;

(G) identification of any potential operational or workforce changes resulting from deployment of ADS-B; and

(H) any other matters or aspects relating to contract implementation and oversight that the Inspector General determines merit attention.

(3) REPORTS TO CONGRESS.—The Inspector General shall submit, periodically (and on at least an annual basis), 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 conducted under this subsection.

#### (b) RULEMAKING.—

(1) ADS-B IN.—Not later than 1 year after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall initiate a rulemaking proceeding to issue guidelines and regulations relating to ADS-B In technology that—

(A) identify the ADS-B In technology that will be required under NextGen;

(B) subject to paragraph (2), require all aircraft operating in capacity constrained airspace, at capacity constrained airports, or in any other airspace deemed appropriate by the Administrator to be equipped with ADS-B In technology by 2020; and

(C) identify—

(i) the type of avionics required of aircraft for all classes of airspace;

(ii) the expected costs associated with the avionics; and

(iii) the expected uses and benefits of the avionics.

(2) READINESS VERIFICATION.—Before the Administrator completes an ADS-B In equipage

rulemaking proceeding or issues an interim or final rule pursuant to paragraph (1), the Chief NextGen Officer shall verify that—

- (A) the necessary ground infrastructure is installed and functioning properly;
- (B) certification standards have been approved; and
- (C) appropriate operational platforms interface safely and efficiently.

(c) USE OF ADS-B TECHNOLOGY.—

(1) PLANS.—Not later than 18 months after the date of enactment of this Act, the Administrator shall develop, in consultation with appropriate employee and industry groups, a plan for the use of ADS-B technology for surveillance and active air traffic control.

(2) CONTENTS.—The plan shall—

(A) include provisions to test the use of ADS-B technology for surveillance and active air traffic control in specific regions of the United States with the most congested airspace;

(B) identify the equipment required at air traffic control facilities and the training required for air traffic controllers;

(C) identify procedures, to be developed in consultation with appropriate employee and industry groups, to conduct air traffic management in mixed equipage environments; and

(D) establish a policy in test regions referred to in subparagraph (A), in consultation with appropriate employee and industry groups, to provide incentives for equipage with ADS-B technology, including giving priority to aircraft equipped with such technology before the 2020 equipage deadline.

**SEC. 212. EXPERT REVIEW OF ENTERPRISE ARCHITECTURE FOR NEXTGEN.**

(a) REVIEW.—The Administrator of the Federal Aviation Administration shall enter into an arrangement with the National Research Council to review the enterprise architecture for the NextGen.

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

(1) highlight the technical activities, including human-system design, organizational design, and other safety and human factor aspects of the system, that will be necessary to successfully transition current and planned modernization programs to the future system envisioned by the Joint Planning and Development Office of the Administration;

(2) assess technical, cost, and schedule risk for the software development that will be necessary to achieve the expected benefits from a highly automated air traffic management system and the implications for ongoing modernization projects; and

(3) determine how risks with automation efforts for the NextGen can be mitigated based on the experiences of other public or private entities in developing complex, software-intensive systems.

(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 containing the results of the review conducted pursuant to subsection (a).

**SEC. 213. ACCELERATION OF NEXTGEN TECHNOLOGIES.**

(a) OPERATIONAL EVOLUTION PARTNERSHIP (OEP) AIRPORT PROCEDURES.—

(1) OEP AIRPORTS REPORT.—Not later than 6 months after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall publish a report, after consultation with representatives of appropriate Administration employee groups, airport operators, air carriers, general aviation representatives, aircraft and avionics manufacturers, and third parties that have received letters of qualification from the Administration to design and validate required navigation performance flight paths for public use (in this section referred to

as “qualified third parties”) that includes the following:

(A) RNP/RNAV OPERATIONS FOR OEP AIRPORTS.—The required navigation performance and area navigation operations, including the procedures to be developed, certified, and published and the air traffic control operational changes, to maximize the fuel efficiency and airspace capacity of NextGen commercial operations at each of the 35 operational evolution partnership airports identified by the Administration and any medium or small hub airport located within the same metroplex area considered appropriate by the Administrator. The Administrator shall, to the maximum extent practicable, avoid overlays of existing flight procedures, but if unavoidable, the Administrator shall clearly identify each required navigation performance and area navigation procedure that is an overlay of an existing instrument flight procedure and the reason why such an overlay was used.

(B) COORDINATION AND IMPLEMENTATION ACTIVITIES FOR OEP AIRPORTS.—A description of the activities and operational changes and approvals required to coordinate and utilize the procedures at OEP airports.

(C) IMPLEMENTATION PLAN FOR OEP AIRPORTS.—A plan for implementing the procedures for OEP airports under subparagraph (A) that establishes—

(i) clearly defined budget, schedule, project organization, and leadership requirements;

(ii) specific implementation and transition steps;

(iii) baseline and performance metrics for—

(I) measuring the Administration’s progress in implementing the plan, including the percentage utilization of required navigation performance in the national airspace system; and

(II) achieving measurable fuel burn and carbon dioxide emissions reductions compared to current performance;

(iv) expedited environmental review procedures and processes for timely environmental approval of area navigation and required navigation performance that offer significant efficiency improvements as determined by baseline and performance metrics under clause (iii);

(v) coordination and communication mechanisms with qualified third parties, if applicable;

(vi) plans to address human factors, training, and other issues for air traffic controllers surrounding the adoption of RNP procedures in the en route and terminal environments, including in a mixed operational environment; and

(vii) a lifecycle management strategy for RNP procedures to be developed by qualified third parties, if applicable.

(D) ADDITIONAL PROCEDURES FOR OEP AIRPORTS.—A process for the identification, certification, and publication of additional required navigation performance and area navigation procedures that may provide operational benefits at OEP airports, and any medium or small hub airport located within the same metroplex area as the OEP airport, in the future.

(2) IMPLEMENTATION SCHEDULE FOR OEP AIRPORTS.—The Administrator shall certify, publish, and implement—

(A) not later than 18 months after the date of enactment of this Act, 30 percent of the required procedures at OEP airports;

(B) not later than 36 months after the date of enactment of this Act, 60 percent of the required procedures at OEP airports; and

(C) before June 30, 2015, 100 percent of the required procedures at OEP airports.

(b) NON-OEP AIRPORTS.—

(1) NON-OEP AIRPORTS REPORT.—Not later than 6 months after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall publish a report, after consultation with representatives of appropriate Administration employee groups, airport operators, air carriers, general aviation representatives, aircraft and avionics manufacturers, and third parties that have received letters of qualification from the Administration to design and

validate required navigation performance flight paths for public use (in this section referred to as “qualified third parties”) that includes the following:

(A) RNP OPERATIONS FOR NON-OEP AIRPORTS.—A list of required navigation performance procedures (as defined in FAA order 8260.52(d)) to be developed, certified, and published, and the air traffic control operational changes, to maximize the fuel efficiency and airspace capacity of NextGen commercial operations at 35 non-OEP small, medium, and large hub airports other than those referred to in subsection (a)(1). The Administrator shall choose such non-OEP airports considered appropriate by the Administrator to produce maximum operational benefits, including improved fuel efficiency and emissions reductions that do not have public RNP procedures that produce such benefits on the date of enactment of this Act. The Administrator shall, to the maximum extent practicable, avoid overlays of existing flight procedures, but if unavoidable, the Administrator shall clearly identify each required navigation performance procedure that is an overlay of an existing instrument flight procedure and the reason why such an overlay was used.

(B) COORDINATION AND IMPLEMENTATION ACTIVITIES FOR NON-OEP AIRPORTS.—A description of the activities and operational changes and approvals required to coordinate and to utilize the procedures required by subparagraph (A) at each of the airports described in such subparagraph.

(C) IMPLEMENTATION PLAN FOR NON-OEP AIRPORTS.—A plan for implementation of the procedures required by subparagraph (A) that establishes—

(i) clearly defined budget, schedule, project organization, and leadership requirements;

(ii) specific implementation and transition steps;

(iii) coordination and communications mechanisms with qualified third parties;

(iv) plans to address human factors, training, and other issues for air traffic controllers surrounding the adoption of RNP procedures in the en route and terminal environments, including in a mixed operational environment;

(v) baseline and performance metrics for—

(I) measuring the Administration’s progress in implementing the plan, including the percentage utilization of required navigation performance in the national airspace system; and

(II) achieving measurable fuel burn and carbon dioxide emissions reduction compared to current performance;

(vi) expedited environmental review procedures and processes for timely environmental approval of area navigation and required navigation performance that offer significant efficiency improvements as determined by baseline and performance metrics established under clause (v);

(vii) a description of the software and database information, such as a current version of the Noise Integrated Routing System or the Integrated Noise Model that the Administration will need to make available to qualified third parties to enable those third parties to design procedures that will meet the broad range of requirements of the Administration; and

(viii) lifecycle management strategy for RNP procedures to be developed by qualified third parties, if applicable.

(D) ADDITIONAL PROCEDURES FOR NON-OEP AIRPORTS.—A process for the identification, certification, and publication of additional required navigation performance procedures that may provide operational benefits at non-OEP airports in the future.

(2) IMPLEMENTATION SCHEDULE FOR NON-OEP AIRPORTS.—The Administrator shall certify, publish, and implement—

(A) not later than 18 months after the date of enactment of this Act, 25 percent of the required procedures for non-OEP airports;

(B) not later than 36 months after the date of enactment of this Act, 50 percent of the required procedures for non-OEP airports; and

(C) before June 30, 2016, 100 percent of the required procedures for non-OEP airports.

(c) COORDINATED AND EXPEDITED REVIEW.—

(1) IN GENERAL.—Navigation performance and area navigation procedures developed, certified, published, or implemented under this section shall be presumed to be covered by a categorical exclusion (as defined in section 1508.4 of title 40, Code of Federal Regulations) under chapter 3 of FAA Order 1050.1E unless the Administrator determines that extraordinary circumstances exist with respect to the procedure.

(2) NEXTGEN PROCEDURES.—Any navigation performance or other performance based navigation procedure developed, certified, published, or implemented that, in the determination of the Administrator, would result in measurable reductions in fuel consumption, carbon dioxide emissions, and noise, on a per flight basis, as compared to aircraft operations that follow existing instrument flight rules procedures in the same airspace, shall be presumed to have no significant affect on the quality of the human environment and the Administrator shall issue and file a categorical exclusion for the new procedure.

(d) DEPLOYMENT PLAN FOR NATIONWIDE DATA COMMUNICATIONS SYSTEM.—Not later than 1 year after the date of enactment of this Act, the Administrator 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 plan for implementation of a nationwide data communications system. The plan shall include—

(1) clearly defined budget, schedule, project organization, and leadership requirements;

(2) specific implementation and transition steps; and

(3) baseline and performance metrics for measuring the Administration's progress in implementing the plan.

(e) IMPROVED PERFORMANCE STANDARDS.—

(1) ASSESSMENT OF WORK BEING PERFORMED UNDER NEXTGEN IMPLEMENTATION PLAN.—The Administrator shall clearly outline in the NextGen Implementation Plan document of the Administration the work being performed under the plan to determine—

(A) whether utilization of ADS-B, RNP, and other technologies as part of NextGen implementation will display the position of aircraft more accurately and frequently to enable a more efficient use of existing airspace and result in reduced consumption of aviation fuel and aircraft engine emissions; and

(B) the feasibility of reducing aircraft separation standards in a safe manner as a result of the implementation of such technologies.

(2) AIRCRAFT SEPARATION STANDARDS.—If the Administrator determines that the standards referred to in paragraph (1)(B) can be reduced safely, the Administrator shall include in the NextGen Implementation Plan a timetable for implementation of such reduced standards.

(f) THIRD-PARTY USAGE.—The Administration shall establish a program under which the Administrator is authorized to use qualified third parties in the development, testing, and maintenance of flight procedures.

**SEC. 214. PERFORMANCE METRICS.**

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall establish and begin tracking national airspace system performance metrics, including, at a minimum, metrics with respect to—

(1) actual arrival and departure rates per hour measured against the currently published aircraft arrival rate and aircraft departure rate for the 35 operational evolution partnership airports;

(2) average gate-to-gate times;

(3) fuel burned between key city pairs;

(4) operations using the advanced navigation procedures, including performance based navigation procedures;

(5) the average distance flown between key city pairs;

(6) the time between pushing back from the gate and taking off;

(7) continuous climb or descent;

(8) average gate arrival delay for all arrivals;

(9) flown versus filed flight times for key city pairs;

(10) implementation of NextGen Implementation Plan, or any successor document, capabilities designed to reduce emissions and fuel consumption;

(11) the Administration's unit cost of providing air traffic control services; and

(12) runway safety, including runway incursions, operational errors, and loss of standard separation events.

(b) BASELINES.—The Administrator, in consultation with aviation industry stakeholders, shall identify baselines for each of the metrics established under subsection (a) and appropriate methods to measure deviations from the baselines.

(c) PUBLICATION.—The Administrator shall make data obtained under subsection (a) available to the public in a searchable, sortable, and downloadable format through the Web site of the Administration and other appropriate media.

(d) REPORT.—Not later than 180 days after the date of enactment of this Act, the Administrator 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 that contains—

(1) a description of the metrics that will be used to measure the Administration's progress in implementing NextGen capabilities and operational results;

(2) information on any additional metrics developed; and

(3) a process for holding the Administration accountable for meeting or exceeding the metrics baselines identified in subsection (b).

**SEC. 215. CERTIFICATION STANDARDS AND RESOURCES.**

(a) PROCESS FOR CERTIFICATION.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall develop a plan to accelerate and streamline the process for certification of NextGen technologies, including—

(1) establishment of updated project plans and timelines;

(2) identification of the specific activities needed to certify NextGen technologies, including the establishment of NextGen technical requirements for the manufacture of equipage, installation of equipage, airline operational procedures, pilot training standards, air traffic control procedures, and air traffic controller training;

(3) identification of staffing requirements for the Air Certification Service and the Flight Standards Service, taking into consideration the leveraging of assistance from third parties and designees;

(4) establishment of a program under which the Administration will use third parties in the certification process; and

(5) establishment of performance metrics to measure the Administration's progress.

(b) CERTIFICATION INTEGRITY.—The Administrator shall ensure that equipment, systems, or services used in the national airspace system meet appropriate certification requirements regardless of whether the equipment, system, or service is publicly or privately owned.

**SEC. 216. SURFACE SYSTEMS ACCELERATION.**

(a) IN GENERAL.—The Chief Operating Officer of the Air Traffic Organization shall—

(1) evaluate the Airport Surface Detection Equipment-Model X program for its potential

contribution to implementation of the NextGen initiative;

(2) evaluate airport surveillance technologies and associated collaborative surface management software for potential contributions to implementation of NextGen surface management;

(3) accelerate implementation of the program referred to in paragraph (1); and

(4) carry out such additional duties as the Administrator of the Federal Aviation Administration may require.

**(b) EXPEDITED CERTIFICATION AND UTILIZATION.**—The Administrator shall—

(1) consider options for expediting the certification of Ground-Based Augmentation System technology; and

(2) develop a plan to utilize such a system at the 35 operational evolution partnership airports by December 31, 2012.

**SEC. 217. INCLUSION OF STAKEHOLDERS IN AIR TRAFFIC CONTROL MODERNIZATION PROJECTS.**

(a) PROCESS FOR EMPLOYEE INCLUSION.—Notwithstanding any other law or agreement, the Administrator of the Federal Aviation Administration shall establish a process or processes for including qualified employees selected by each exclusive collective bargaining representative of employees of the Administration impacted by the air traffic control modernization process to serve in a collaborative and expert capacity in the planning and development of air traffic control modernization projects, including NextGen.

(b) ADHERENCE TO DEADLINES.—Participants in these processes shall adhere, to the greatest extent possible, to all deadlines and milestones established pursuant to this title.

(c) NO CHANGE IN EMPLOYEE STATUS.—Participation in these processes by an employee shall not—

(1) serve as a waiver of any bargaining obligations or rights;

(2) entitle the employee to any additional compensation or benefits with the exception of a per diem, if appropriate; or

(3) entitle the employee to prevent or unduly delay the exercise of management prerogatives.

(d) WORKING GROUPS.—Except in extraordinary circumstances, the Administrator shall not pay overtime related to work group participation.

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

**SEC. 218. AIRSPACE REDESIGN.**

(a) FINDINGS.—Congress finds the following:

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

(2) The critical importance of airspace redesign efforts is underscored by the fact that they are highlighted in strategic plans of the Administration, including Flight Plan 2009-2013 and the NextGen Implementation Plan.

(3) Funding cuts have led to delays and deferrals of critical capacity enhancing airspace redesign efforts.

(4) New runways planned for the period of fiscal years 2011 and 2012 will not provide estimated capacity benefits without additional funds.

(b) NOISE IMPACTS OF NEW YORK/NEW JERSEY/PHILADELPHIA METROPOLITAN AREA AIRSPACE REDESIGN.—

(1) MONITORING.—The Administrator of the Federal Aviation Administration, in conjunction with the Port Authority of New York and New Jersey and the Philadelphia International Airport, shall monitor the noise impacts of the New York/New Jersey/Philadelphia Metropolitan Area Airspace Redesign.

(2) REPORT.—Not later than 1 year following the first day of completion of the New York/New Jersey/Philadelphia Metropolitan Area Airspace Redesign, the Administrator shall submit to Congress a report on the findings of the Administrator with respect to monitoring conducted under paragraph (1).

**SEC. 219. STUDY ON FEASIBILITY OF DEVELOPMENT OF A PUBLIC INTERNET WEB-BASED RESOURCE ON LOCATIONS OF POTENTIAL AVIATION OBSTRUCTIONS.**

(a) STUDY.—The Administrator of the Federal Aviation Administration shall carry out a study on the feasibility of developing a publicly searchable, Internet Web-based resource that provides information regarding the height and latitudinal and longitudinal locations of guy-wire and free-standing tower obstructions.

(b) CONSIDERATIONS.—In conducting the study, the Administrator shall consult with affected industries and appropriate Federal agencies.

(c) REPORT.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit a report to the appropriate committees of Congress on the results of the study.

**SEC. 220. NEXTGEN RESEARCH AND DEVELOPMENT CENTER OF EXCELLENCE.**

(a) IN GENERAL.—The Administrator of the Federal Aviation Administration may enter into an agreement, on a competitive basis, to assist in the establishment of a center of excellence for the research and development of NextGen technologies.

(b) FUNCTIONS.—The Administrator shall ensure that the center established under subsection (a)—

(1) leverages resources and partnerships, including appropriate programs of the Administration, to enhance the research and development of NextGen technologies by academia and industry; and

(2) provides educational, technical, and analytical assistance to the Administration and other Federal departments and agencies with responsibilities to research and develop NextGen technologies.

**SEC. 221. PUBLIC-PRIVATE PARTNERSHIPS.**

(a) IN GENERAL.—The Secretary may establish an avionics equipage incentive program for the purpose of equipping general aviation and commercial aircraft with communications, surveillance, navigation, and other avionics equipment as determined by the Secretary to be in the interest of achieving NextGen capabilities for such aircraft.

(b) NEXTGEN PUBLIC-PRIVATE PARTNERSHIPS.—The incentive program established under subsection (a) shall, at a minimum—

(1) be based on public-private partnership principles; and

(2) leverage and maximize the use of private sector capital.

(c) FINANCIAL INSTRUMENTS.—Subject to the availability of appropriated funds, the Secretary may use financial instruments to facilitate public-private financing for the equipage of general aviation and commercial aircraft registered under section 44103 of title 49, United States Code. To the extent appropriations are not made available, the Secretary may establish the program, provided the costs are covered by the fees and premiums authorized by subsection (d)(2). For purposes of this section, the term “financial instruments” means loan guarantees and other credit assistance designed to leverage and maximize private sector capital.

(d) PROTECTION OF THE TAXPAYER.—

(1) LIMITATION ON PRINCIPAL.—The amount of any guarantee under this program shall be limited to 90 percent of the principal amount of the underlying loan.

(2) COLLATERAL, FEES, AND PREMIUMS.—The Secretary shall require applicants for the incentive program to post collateral and pay such fees and premiums if feasible, as determined by the Secretary, to offset costs to the Government of

potential defaults, and agree to performance measures that the Secretary considers necessary and in the best interest of implementing the NextGen program.

(3) USE OF FUNDS.—Applications for this program shall be limited to equipment that is installed on general aviation or commercial aircraft and is necessary for communications, surveillance, navigation, or other purposes determined by the Secretary to be in the interests of achieving NextGen capabilities for commercial and general aviation.

(e) TERMINATION OF AUTHORITY.—The authority of the Secretary to issue such financial instruments under this section shall terminate 5 years after the date of the establishment of the incentive program.

**SEC. 222. OPERATIONAL INCENTIVES.**

(a) IN GENERAL.—The Administrator of the Federal Aviation Administration shall issue a report that—

(1) identifies incentive options to encourage the equipage of aircraft with NextGen technologies, including a policy that gives priority to aircraft equipped with ADS-B technology;

(2) identifies the costs and benefits of each option; and

(3) includes input from industry stakeholders, including passenger and cargo air carriers, aerospace manufacturers, and general aviation aircraft operators.

(b) DEADLINE.—The Administrator shall issue the report before the earlier of—

(1) the date that is 6 months after the date of enactment of this Act; or

(2) the date on which aircraft are required to be equipped with ADS-B technology pursuant to the rulemaking under section 211(b).

**SEC. 223. EDUCATIONAL REQUIREMENTS.**

The Administrator of the Federal Aviation Administration shall make payments to the Department of Defense for the education of dependent children of those Administration employees in Puerto Rico and Guam as they are subject to transfer by policy and practice and meet the eligibility requirements of section 2164(c) of title 10, United States Code.

**SEC. 224. AIR TRAFFIC CONTROLLER STAFFING INITIATIVES AND ANALYSIS.**

As soon as practicable, and not later than 1 year after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall—

(1) ensure, to the extent practicable, a sufficient number of contract instructors, classroom space (including off-site locations as needed), and simulators to allow for an increase in the number of air traffic controllers at air traffic control facilities;

(2) distribute, to the extent practicable, the placement of certified professional air traffic controllers-in-training and developmental air traffic controllers at facilities evenly across the calendar year in order to avoid training bottlenecks;

(3) initiate an analysis, to be conducted in consultation with the exclusive bargaining representative of air traffic controllers certified under section 7111 of title 5, United States Code, of scheduling processes and practices, including overtime scheduling practices at those facilities;

(4) provide, to the extent practicable and where appropriate, priority to certified professional air traffic controllers-in-training when filling staffing vacancies at facilities;

(5) assess training programs at air traffic control facilities with below-average success rates to determine if training is being carried out in accordance with Administration standards, and conduct exit interview analyses with all candidates to determine potential weaknesses in training protocols, or in the execution of such training protocols; and

(6) prioritize, to the extent practicable, such efforts to address the recommendations for the facilities identified in the Department of Transportation’s Office of the Inspector General Report Number: AV-2009-047.

**SEC. 225. REPORTS ON STATUS OF GREENER SKIES PROJECT.**

(a) INITIAL REPORT.—Not later than 180 days after the date of the enactment of this Act, the Administrator of the Federal Aviation Administration shall submit to Congress a report on the strategy of the Administrator for implementing, on an accelerated basis, the NextGen operational capabilities produced by the Greener Skies project, as recommended in the final report of the RTCA NextGen Mid-Term Implementation Task Force that was issued on September 9, 2009.

(b) SUBSEQUENT REPORTS.—

(1) IN GENERAL.—Not later than 180 days after the Administrator submits to Congress the report required by subsection (a) and annually thereafter until the pilot program terminates, the Administrator shall submit to the Committee on Commerce, Science, and Transportation of the Senate and to the Committee on Transportation and Infrastructure of the House of Representatives a report on the progress of the Administrator in carrying out the strategy described in the report submitted under subsection (a).

(2) CONTENTS.—Each report submitted under paragraph (1) shall include the following:

(A) A timeline for full implementation of the strategy described in the report submitted under subsection (a).

(B) A description of the progress made in carrying out such strategy.

(C) A description of the challenges, if any, encountered by the Administrator in carrying out such strategy.

**TITLE III—SAFETY**

**Subtitle A—General Provisions**

**SEC. 301. JUDICIAL REVIEW OF DENIAL OF AIRMAN CERTIFICATES.**

(a) JUDICIAL REVIEW OF NTSB DECISIONS.—Section 44703(d) is amended by adding at the end the following:

“(3) A person who is substantially affected by an order of the Board under this subsection, or the Administrator if the Administrator decides that an order of the Board will have a significant adverse impact on carrying out this subtitle, may seek judicial review of the order under section 46110. The Administrator shall be made a party to the judicial review proceedings. The findings of fact of the Board in any such case are conclusive if supported by substantial evidence.”.

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

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

Section 44704(a) is amended by adding at the end the following:

“(5) RELEASE OF DATA.—

(A) IN GENERAL.—Notwithstanding any other provision of law, the Administrator may make available upon request, to a person seeking to maintain the airworthiness or develop product improvements of an aircraft, engine, propeller, or appliance, engineering data in the possession of the Administration relating to a type certificate or a supplemental type certificate for such aircraft, engine, propeller, or appliance, without the consent of the owner of record, if the Administrator determines that—

(i) the certificate containing the requested data has been inactive for 3 or more years, except that the Administrator may reduce this time if required to address an unsafe condition associated with the product;

(ii) after using due diligence, the Administrator is unable to find the owner of record, or the owner of record’s heir, of the type certificate or supplemental type certificate; and

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

(B) ENGINEERING DATA DEFINED.—In this section, the term ‘engineering data’ as used with

respect to an aircraft, engine, propeller, or appliance means type design drawing and specifications for the entire aircraft, engine, propeller, or appliance or change to the aircraft, engine, propeller, or appliance, including the original design data, and any associated supplier data for individual parts or components approved as part of the particular certificate for the aircraft, engine, propeller, or appliance.

“(C) REQUIREMENT TO MAINTAIN DATA.—The Administrator shall maintain engineering data in the possession of the Administration relating to a type certificate or a supplemental type certificate that has been inactive for 3 or more years.”.

**SEC. 303. DESIGN AND PRODUCTION ORGANIZATION CERTIFICATES.**

(a) IN GENERAL.—Section 44704(e) is amended to read as follows:

“(e) DESIGN AND PRODUCTION ORGANIZATION CERTIFICATES.—

“(1) ISSUANCE.—Beginning January 1, 2013, the Administrator may issue a certificate to a design organization, production organization, or design and production organization to authorize the organization to certify compliance of aircraft, aircraft engines, propellers, and appliances with the requirements and minimum standards prescribed under section 44701(a). An organization holding a certificate issued under this subsection shall be known as a certified design and production organization (in this subsection referred to as a ‘CDPO’).

“(2) APPLICATIONS.—On receiving an application for a CDPO certificate, the Administrator shall examine and rate the organization submitting the application, in accordance with regulations to be prescribed by the Administrator, to determine whether the organization has adequate engineering, design, and production capabilities, standards, and safeguards to make certifications of compliance as described in paragraph (1).

“(3) ISSUANCE OF CERTIFICATES BASED ON CDPO FINDINGS.—The Administrator may rely on certifications of compliance by a CDPO when making determinations under this section.

“(4) PUBLIC SAFETY.—The Administrator shall include in a CDPO certificate terms required in the interest of safety.

“(5) NO EFFECT ON POWER OF REVOCATION.—Nothing in this subsection affects the authority of the Secretary of Transportation to revoke a certificate.”.

(b) APPLICABILITY.—Before January 1, 2013, the Administrator of the Federal Aviation Administration may continue to issue certificates under section 44704(e) of title 49, United States Code, as in effect on the day before the date of enactment of this Act.

(c) CLERICAL AMENDMENTS.—Chapter 447 is amended—

(1) in the heading for section 44704 by striking “**and design organization certificates**” and inserting “**, and design and production organization certificates**”; and

(2) in the analysis for such chapter by striking the item relating to section 44704 and inserting the following:

“44704. Type certificates, production certificates, airworthiness certificates, and design and production organization certificates.”.

**SEC. 304. CABIN CREW COMMUNICATION.**

(a) IN GENERAL.—Section 44728 is amended—

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

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

“(f) MINIMUM LANGUAGE SKILLS.—

“(1) IN GENERAL.—No person may serve as a flight attendant aboard an aircraft of an air carrier, unless that person has demonstrated to an individual qualified to determine proficiency the ability to read, speak, and write English well enough to—

“(A) read material written in English and comprehend the information;

“(B) speak and understand English sufficiently to provide direction to, and understand and answer questions from, English-speaking individuals;

“(C) write incident reports and statements and log entries and statements; and

“(D) carry out written and oral instructions regarding the proper performance of their duties.

“(2) FOREIGN FLIGHTS.—The requirements of paragraph (1) do not apply to a flight attendant serving solely between points outside the United States.”.

(b) FACILITATION.—The Administrator of the Federal Aviation Administration shall work with air carriers to facilitate compliance with the requirements of section 44728(f) of title 49, United States Code (as amended by this section).

**SEC. 305. LINE CHECK EVALUATIONS.**

Section 44729(h) is amended—

(1) by striking paragraph (2); and

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

**SEC. 306. SAFETY OF AIR AMBULANCE OPERATIONS.**

(a) IN GENERAL.—Chapter 447 is amended by adding at the end the following:

**“§ 44730. Helicopter air ambulance operations**

“(a) COMPLIANCE REGULATIONS.—

“(1) IN GENERAL.—Except as provided in paragraph (2), not later than 180 days after the date of enactment of this section, a part 135 certificate holder providing air ambulance services shall comply, whenever medical personnel are onboard the aircraft, with regulations pertaining to weather minimums and flight and duty time under part 135.

“(2) EXCEPTION.—If a certificate holder described in paragraph (1) is operating, or carrying out training, under instrument flight rules, the weather reporting requirement at the destination shall not apply if authorized by the Administrator of the Federal Aviation Administration.

“(b) FINAL RULE.—Not later than June 1, 2012, the Administrator shall issue a final rule, with respect to the notice of proposed rulemaking published in the Federal Register on October 12, 2010 (75 Fed. Reg. 62640), to improve the safety of flight crewmembers, medical personnel, and passengers onboard helicopters providing air ambulance services under part 135.

“(c) MATTERS TO BE ADDRESSED.—In conducting the rulemaking proceeding under subsection (b), the Administrator shall address the following:

“(1) Flight request and dispatch procedures, including performance-based flight dispatch procedures.

“(2) Pilot training standards, including establishment of training standards in—

“(A) preventing controlled flight into terrain; and

“(B) recovery from inadvertent flight into instrument meteorological conditions.

“(3) Safety-enhancing technology and equipment, including—

“(A) helicopter terrain awareness and warning systems;

“(B) radar altimeters; and

“(C) devices that perform the function of flight data recorders and cockpit voice recorders, to the extent feasible.

“(4) Such other matters as the Administrator considers appropriate.

“(d) MINIMUM REQUIREMENTS.—In issuing a final rule under subsection (b), the Administrator, at a minimum, shall provide for the following:

“(1) FLIGHT RISK EVALUATION PROGRAM.—The Administrator shall ensure that a part 135 certificate holder providing helicopter air ambulance services—

“(A) establishes a flight risk evaluation program, based on FAA Notice 8000.301 issued by the Administration on August 1, 2005, including any updates thereto;

“(B) as part of the flight risk evaluation program, develops a checklist for use by pilots in determining whether a flight request should be accepted; and

“(C) requires the pilots of the certificate holder to use the checklist.

“(2) OPERATIONAL CONTROL CENTER.—The Administrator shall ensure that a part 135 certificate holder providing helicopter air ambulance services using 10 or more helicopters has an operational control center that meets such requirements as the Administrator may prescribe.

“(e) SUBSEQUENT RULEMAKING.—

“(1) IN GENERAL.—Upon completion of the rulemaking required under subsection (b), the Administrator shall conduct a follow-on rulemaking to address the following:

“(A) Pilot training standards, including—

“(i) mandatory training requirements, including a minimum time for completing the training requirements;

“(ii) training subject areas, such as communications procedures and appropriate technology use; and

“(iii) establishment of training standards in—

“(I) crew resource management;

“(II) flight risk evaluation;

“(III) operational control of the pilot in command; and

“(IV) use of flight simulation training devices and line-oriented flight training.

“(B) Use of safety equipment that should be worn or used by flight crewmembers and medical personnel on a flight, including the possible use of shoulder harnesses, helmets, seatbelts, and fire resistant clothing to enhance crash survivability.

“(2) DEADLINES.—Not later than 180 days after the date of issuance of a final rule under subsection (b), the Administrator shall initiate the rulemaking under this subsection.

“(3) LIMITATION ON CONSTRUCTION.—Nothing in this subsection shall be construed to require the Administrator to propose or finalize any rule that would derogate or supersede the rule required to be finalized under subsection (b).

“(f) DEFINITIONS.—In this section, the following definitions apply:

“(1) PART 135.—The term ‘part 135’ means part 135 of title 14, Code of Federal Regulations.

“(2) PART 135 CERTIFICATE HOLDER.—The term ‘part 135 certificate holder’ means a person holding an operating certificate issued under part 119 of title 14, Code of Federal Regulations, that is authorized to conduct civil helicopter air ambulance operations under part 135.

**“§ 44731. Collection of data on helicopter air ambulance operations**

“(a) IN GENERAL.—The Administrator of the Federal Aviation Administration shall require a part 135 certificate holder providing helicopter air ambulance services to submit to the Administrator, not later than 1 year after the date of enactment of this section, and annually thereafter, a report containing, at a minimum, the following data:

“(1) The number of helicopters that the certificate holder uses to provide helicopter air ambulance services and the base locations of the helicopters.

“(2) The number of flights and hours flown, by registration number, during which helicopters operated by the certificate holder were providing helicopter air ambulance services.

“(3) The number of flight requests for a helicopter providing air ambulance services that were accepted or declined by the certificate holder and the type of each such flight request (such as scene response, interfacility transport, organ transport, or ferry or repositioning flight).

“(4) The number of accidents, if any, involving helicopters operated by the certificate holder while providing air ambulance services and a description of the accidents.

“(5) The number of flights and hours flown under instrument flight rules by helicopters operated by the certificate holder while providing air ambulance services.

“(6) The time of day of each flight flown by helicopters operated by the certificate holder while providing air ambulance services.

“(7) The number of incidents, if any, in which a helicopter was not directly dispatched and arrived to transport patients but was not utilized for patient transport.

“(b) REPORTING PERIOD.—Data contained in a report submitted by a part 135 certificate holder under subsection (a) shall relate to such reporting period as the Administrator determines appropriate.

“(c) DATABASE.—Not later than 180 days after the date of enactment of this section, the Administrator shall develop a method to collect and store the data collected under subsection (a), including a method to protect the confidentiality of any trade secret or proprietary information provided in response to this section.

“(d) REPORT TO CONGRESS.—Not later than 2 years after the date of enactment of this section, and annually thereafter, 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 containing a summary of the data collected under subsection (a).

“(e) DEFINITIONS.—In this section, the terms ‘part 135’ and ‘part 135 certificate holder’ have the meanings given such terms in section 44730.”.

(b) AUTHORIZED EXPENDITURES.—Section 106(k)(2)(C) (as redesignated by this Act) is amended by inserting before the period the following: “and the development and maintenance of helicopter approach procedures”.

(c) CLERICAL AMENDMENT.—The analysis for chapter 447 is amended by adding at the end the following:

“44730. Helicopter air ambulance operations.

“44731. Collection of data on helicopter air ambulance operations.”.

**SEC. 307. PROHIBITION ON PERSONAL USE OF ELECTRONIC DEVICES ON FLIGHT DECK.**

(a) IN GENERAL.—Chapter 447 (as amended by this Act) is further amended by adding at the end the following:

**“§ 44732. Prohibition on personal use of electronic devices on flight deck**

“(a) IN GENERAL.—It is unlawful for a flight crewmember of an aircraft used to provide air transportation under part 121 of title 14, Code of Federal Regulations, to use a personal wireless communications device or laptop computer while at the flight crewmember’s duty station on the flight deck of such an aircraft while the aircraft is being operated.

“(b) EXCEPTIONS.—Subsection (a) shall not apply to the use of a personal wireless communications device or laptop computer for a purpose directly related to operation of the aircraft, or for emergency, safety-related, or employment-related communications, in accordance with procedures established by the air carrier and the Administrator of the Federal Aviation Administration.

“(c) ENFORCEMENT.—In addition to the penalties provided under section 46301 applicable to any violation of this section, the Administrator of the Federal Aviation Administration may enforce compliance with this section under section 44709 by amending, modifying, suspending, or revoking a certificate under this chapter.

(d) PERSONAL WIRELESS COMMUNICATIONS DEVICE DEFINED.—In this section, the term ‘personal wireless communications device’ means a device through which personal wireless services (as defined in section 332(c)(7)(C)(i) of the Communications Act of 1934 (47 U.S.C. 332(c)(7)(C)(i))) are transmitted.”.

(b) PENALTY.—Section 44711(a) is amended—

(1) by striking “or” after the semicolon in paragraph (8);

(2) by striking “title.” in paragraph (9) and inserting “title; or”; and

(3) by adding at the end the following:

“(10) violate section 44732 or any regulation issued thereunder.”.

(c) CONFORMING AMENDMENT.—The analysis for chapter 447 (as amended by this Act) is further amended by adding at the end the following:

“44732. Prohibition on personal use of electronic devices on flight deck.”.

(d) REGULATIONS.—Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall initiate a rulemaking procedure for regulations to carry out section 44732 of title 49, United States Code (as added by this section), and shall issue a final rule thereunder not later than 2 years after the date of enactment of this Act.

(e) STUDY.—

(1) IN GENERAL.—The Administrator of the Federal Aviation Administration shall review relevant air carrier data and carry out a study—

(A) to identify common sources of distraction for the flight crewmembers on the flight deck of a commercial aircraft; and

(B) to determine the safety impacts of such distractions.

(2) REPORT TO CONGRESS.—Not later than 1 year after the date of enactment of this Act, the Administrator 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 that contains—

(A) the findings of the study conducted under paragraph (1); and

(B) recommendations regarding how to reduce distractions for flight crewmembers on the flight deck of a commercial aircraft.

**SEC. 308. INSPECTION OF REPAIR STATIONS LOCATED OUTSIDE THE UNITED STATES.**

(a) IN GENERAL.—Chapter 447 (as amended by this Act) is further amended by adding at the end the following:

**“§ 44733. Inspection of repair stations located outside the United States**

“(a) IN GENERAL.—Not later than 1 year after the date of enactment of this section, the Administrator of the Federal Aviation Administration shall establish and implement a safety assessment system for all part 145 repair stations based on the type, scope, and complexity of work being performed. The system shall—

“(1) ensure that repair stations located outside the United States are subject to appropriate inspections based on identified risks and consistent with existing United States requirements;

“(2) consider inspection results and findings submitted by foreign civil aviation authorities operating under a maintenance safety or maintenance implementation agreement with the United States; and

“(3) require all maintenance safety or maintenance implementation agreements to provide an opportunity for the Administration to conduct independent inspections of covered part 145 repair stations when safety concerns warrant such inspections.

“(b) NOTICE TO CONGRESS OF NEGOTIATIONS.—The Administrator shall notify the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives not later than 30 days after initiating formal negotiations with foreign aviation authorities or other appropriate foreign government agencies on a new maintenance safety or maintenance implementation agreement.

“(c) ANNUAL REPORT.—The Administrator shall publish an annual report on the Administration’s oversight of part 145 repair stations and implementation of the safety assessment system required under subsection (a). The report shall—

“(1) describe in detail any improvements in the Administration’s ability to identify and

track where part 121 air carrier repair work is performed;

“(2) include a staffing model to determine the best placement of inspectors and the number of inspectors needed;

“(3) describe the training provided to inspectors; and

“(4) include an assessment of the quality of monitoring and surveillance by the Administration of work performed by its inspectors and the inspectors of foreign authorities operating under a maintenance safety or maintenance implementation agreement.

**“(d) ALCOHOL AND CONTROLLED SUBSTANCES TESTING PROGRAM REQUIREMENTS.**

“(1) IN GENERAL.—The Secretary of State and the Secretary of Transportation, acting jointly, shall request the governments of foreign countries that are members of the International Civil Aviation Organization to establish international standards for alcohol and controlled substances testing of persons that perform safety-sensitive maintenance functions on commercial air carrier aircraft.

**“(2) APPLICATION TO PART 121 AIRCRAFT WORK.**

“Not later than 1 year after the date of enactment of this section, the Administrator shall promulgate a proposed rule requiring that all part 145 repair station employees responsible for safety-sensitive maintenance functions on part 121 air carrier aircraft are subject to an alcohol and controlled substances testing program determined acceptable by the Administrator and consistent with the applicable laws of the country in which the repair station is located.

“(e) ANNUAL INSPECTIONS.—The Administrator shall ensure that part 145 repair stations located outside the United States are inspected annually by Federal Aviation Administration safety inspectors, without regard to where the station is located, in a manner consistent with United States obligations under international agreements. The Administrator may carry out inspections in addition to the annual inspection required under this subsection based on identified risks.

“(f) DEFINITIONS.—In this section, the following definitions apply:

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

“(2) PART 145 REPAIR STATION.—The term ‘part 145 repair station’ means a repair station that holds a certificate issued under part 145 of title 14, Code of Federal Regulations.”.

(b) CONFORMING AMENDMENT.—The analysis for chapter 447 (as amended by this Act) is further amended by adding at the end the following:

“44733. Inspection of repair stations located outside the United States.”.

**SEC. 309. ENHANCED TRAINING FOR FLIGHT ATTENDANTS.**

(a) IN GENERAL.—Chapter 447 (as amended by this Act) is further amended by adding at the end the following:

**“§ 44734. Training of flight attendants**

“(a) TRAINING REQUIRED.—In addition to other training required under this chapter, each air carrier shall provide to flight attendants employed or contracted by such air carrier initial and annual training regarding—

“(1) serving alcohol to passengers;

“(2) recognizing intoxicated passengers; and

“(3) dealing with disruptive passengers.

“(b) SITUATIONAL TRAINING.—In carrying out the training required under subsection (a), each air carrier shall provide to flight attendants situational training on the proper method for dealing with intoxicated passengers who act in a belligerent manner.

“(c) DEFINITIONS.—In this section, the following definitions apply:

“(1) AIR CARRIER.—The term ‘air carrier’ means a person, including a commercial enterprise, that has been issued an air carrier operating certificate under section 44705.

“(2) FLIGHT ATTENDANT.—The term ‘flight attendant’ has the meaning given that term in section 44728(g).”.

(b) CLERICAL AMENDMENT.—The analysis for chapter 447 (as amended by this Act) is further amended by adding at the end the following:

“44734. Training of flight attendants.”.

**SEC. 310. LIMITATION ON DISCLOSURE OF SAFETY INFORMATION.**

(a) IN GENERAL.—Chapter 447 (as amended by this Act) is further amended by adding at the end the following:

**§44735. Limitation on disclosure of safety information**

“(a) IN GENERAL.—Except as provided by subsection (c), a report, data, or other information described in subsection (b) shall not be disclosed to the public by the Administrator of the Federal Aviation Administration pursuant to section 552(b)(3)(B) of title 5 if the report, data, or other information is submitted to the Federal Aviation Administration voluntarily and is not required to be submitted to the Administrator under any other provision of law.

“(b) APPLICABILITY.—The limitation established by subsection (a) shall apply to the following:

“(1) Reports, data, or other information developed under the Aviation Safety Action Program.

“(2) Reports, data, or other information produced or collected under the Flight Operational Quality Assurance Program.

“(3) Reports, data, or other information developed under the Line Operations Safety Audit Program.

“(4) Reports, data, or other information produced or collected for purposes of developing and implementing a safety management system acceptable to the Administrator.

“(5) Reports, analyses, and directed studies, based in whole or in part on reports, data, or other information described in paragraphs (1) through (4), including those prepared under the Aviation Safety Information Analysis and Sharing Program (or any successor program).

**(c) EXCEPTION FOR DE-IDENTIFIED INFORMATION.—**

“(1) IN GENERAL.—The limitation established by subsection (a) shall not apply to a report, data, or other information if the information contained in the report, data, or other information has been de-identified.

“(2) DE-IDENTIFIED DEFINED.—In this subsection, the term ‘de-identified’ means the process by which all information that is likely to establish the identity of the specific persons or entities submitting reports, data, or other information is removed from the reports, data, or other information.”.

(b) CLERICAL AMENDMENT.—The analysis for such chapter (as amended by this Act) is further amended by adding at the end the following:

“44735. Limitation on disclosure of safety information.”.

(c) TECHNICAL CORRECTION.—Section 44703(i)(9)(B)(i) is amended by striking “section 552 of title 5” and inserting “section 552(b)(3)(B) of title 5”.

**SEC. 311. PROHIBITION AGAINST AIMING A LASER POINTER AT AN AIRCRAFT.**

(a) OFFENSE.—Chapter 2 of title 18, United States Code, is amended by inserting after section 39 the following:

**“§39A. Aiming a laser pointer at an aircraft**

“(a) OFFENSE.—Whoever knowingly aims the beam of a laser pointer at an aircraft in the special aircraft jurisdiction of the United States, or at the flight path of such an aircraft, shall be fined under this title or imprisoned not more than 5 years, or both.

“(b) LASER POINTER DEFINED.—As used in this section, the term ‘laser pointer’ means any device designed or used to amplify electromagnetic radiation by stimulated emission that emits a beam designed to be used by the operator as a pointer or highlighter to indicate, mark, or

identify a specific position, place, item, or object.

“(c) EXCEPTIONS.—This section does not prohibit aiming a beam of a laser pointer at an aircraft, or the flight path of such an aircraft, by—

“(1) an authorized individual in the conduct

of research and development or flight test operations conducted by an aircraft manufacturer,

the Federal Aviation Administration, or any

other person authorized by the Federal Aviation

Administration to conduct such research and

development or flight test operations;

“(2) members or elements of the Department of

Defense or Department of Homeland Security

acting in an official capacity for the purpose of

research, development, operations, testing, or

training; or

“(3) an individual using a laser emergency

signaling device to send an emergency distress

signal.

“(d) AUTHORITY TO ESTABLISH ADDITIONAL EXCEPTIONS BY REGULATION.—The Attorney General, in consultation with the Secretary of Transportation, may provide by regulation, after public notice and comment, such additional exceptions to this section as may be necessary and appropriate. The Attorney General shall provide written notification of any proposed regulations under this section to the Committees on the Judiciary of the Senate and the House of Representatives, the Committee on Commerce, Science, and Transportation of the Senate, and the Committee on Transportation and Infrastructure of the House of Representatives, not less than 90 days before such regulations become final.”.

(b) CLERICAL AMENDMENT.—The analysis for such chapter is amended—

(1) by moving the item relating to section 39 after the item relating to section 38; and

(2) by inserting after the item relating to section 39 the following:

“39A. Aiming a laser pointer at an aircraft”.

**SEC. 312. AIRCRAFT CERTIFICATION PROCESS REVIEW AND REFORM.**

(a) IN GENERAL.—The Administrator of the Federal Aviation Administration, in consultation with representatives of the aviation industry, shall conduct an assessment of the certification and approval process under section 44704 of title 49, United States Code.

(b) CONTENTS.—In conducting the assessment, the Administrator shall consider—

(1) the expected number of applications for product certifications and approvals the Administrator will receive under section 44704 of such title in the 1-year, 5-year, and 10-year periods following the date of enactment of this Act;

(2) process reforms and improvements necessary to allow the Administrator to review and approve the applications in a fair and timely fashion;

(3) the status of recommendations made in previous reports on the Administration’s certification process;

(4) methods for enhancing the effective use of delegation systems, including organizational designation authorization;

(5) methods for training the Administration’s field office employees in the safety management system and auditing; and

(6) the status of updating airworthiness requirements, including implementing recommendations in the Administration’s report entitled “Part 23—Small Airplane Certification Process Study” (OK-09-3468, dated July 2009).

(c) RECOMMENDATIONS.—In conducting the assessment, the Administrator shall make recommendations to improve efficiency and reduce costs through streamlining and reengineering the certification process under section 44704 of such title to ensure that the Administrator can conduct certifications and approvals under such section in a manner that supports and enables the development of new products and technologies and the global competitiveness of the United States aviation industry.

(d) REPORT TO CONGRESS.—Not later than 180 days 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 assessment, together with an explanation of how the Administrator will implement recommendations made under subsection (c) and measure the effectiveness of the recommendations.

(e) IMPLEMENTATION OF RECOMMENDATIONS.—Not later than 1 year after the date of enactment of this Act, the Administrator shall begin to implement the recommendations made under subsection (c).

**SEC. 313. CONSISTENCY OF REGULATORY INTERPRETATION.**

(a) ESTABLISHMENT OF ADVISORY PANEL.—Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall establish an advisory panel comprised of both Government and industry representatives to—

(1) review the October 2010 report by the Government Accountability Office on certification and approval processes (GAO-11-14); and

(2) develop recommendations to address the findings in the report and other concerns raised by interested parties, including representatives of the aviation industry.

(b) MATTERS TO BE CONSIDERED.—The advisory panel shall—

(1) determine the root causes of inconsistent interpretation of regulations by the Administration’s Flight Standards Service and Aircraft Certification Service;

(2) develop recommendations to improve the consistency of interpreting regulations by the Administration’s Flight Standards Service and Aircraft Certification Service; and

(3) develop recommendations to improve communications between the Administration’s Flight Standards Service and Aircraft Certification Service and applicants and certificate and approval holders for the identification and resolution of potentially adverse issues in an expeditious and fair manner.

(c) REPORT TO CONGRESS.—Not later than 1 year after the date of enactment of this Act, 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 on the findings of the advisory panel, together with an explanation of how the Administrator will implement the recommendations of the advisory panel and measure the effectiveness of the recommendations.

**SEC. 314. RUNWAY SAFETY.**

(a) STRATEGIC RUNWAY SAFETY PLAN.

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

(2) CONTENTS OF PLAN.—The strategic runway safety plan—

(A) shall include, at a minimum—

(i) goals to improve runway safety;

(ii) near- and long-term actions designed to reduce the severity, number, and rate of runway incursions, losses of standard separation, and operational errors;

(iii) time frames and resources needed for the actions described in clause (ii);

(iv) a continuous evaluative process to track performance toward the goals referred to in clause (i); and

(v) a review with respect to runway safety of every commercial service airport (as defined in section 47102 of title 49, United States Code) in the United States and proposed action to improve airport lighting, provide better signs, and improve runway and taxiway markings at those airports; and

(B) shall address the increased runway safety risk associated with the expected increased volume of air traffic.

(b) **PROCESS.**—Not later than 6 months after the date of enactment of this Act, the Administrator shall develop a process for tracking and investigating operational errors, losses of standard separation, and runway incursions that includes procedures for—

(1) identifying who is responsible for tracking operational errors, losses of standard separation, and runway incursions, including a process for lower level employees to report to higher supervisory levels and for frontline managers to receive the information in a timely manner;

(2) conducting periodic random audits of the oversight process; and

(3) ensuring proper accountability.

(c) **PLAN FOR INSTALLATION AND DEPLOYMENT OF SYSTEMS TO PROVIDE ALERTS OF POTENTIAL RUNWAY INCURSIONS.**—Not later than June 30, 2012, the Administrator shall submit to Congress a report containing a plan for the installation and deployment of systems to alert air traffic controllers or flight crewmembers, or both, of potential runway incursions. The plan shall be integrated into the annual NextGen Implementation Plan of the Administration or any successor document.

**SEC. 315. FLIGHT STANDARDS EVALUATION PROGRAM.**

(a) **IN GENERAL.**—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall modify the Flight Standards Evaluation Program—

(1) to include periodic and random reviews as part of the Administration's oversight of air carriers; and

(2) to prohibit an individual from participating in a review or audit of an office with responsibility for an air carrier under the program if the individual, at any time in the 5-year period preceding the date of the review or audit, had responsibility for inspecting, or overseeing the inspection of, the operations of that carrier.

(b) **ANNUAL REPORT TO CONGRESS.**—Not later than 1 year after the date of enactment of this Act, and annually thereafter, the Administrator 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 on the Flight Standards Evaluation Program, including the Administrator's findings and recommendations with respect to the program.

(c) **FLIGHT STANDARDS EVALUATION PROGRAM DEFINED.**—In this section, the term “Flight Standards Evaluation Program” means the program established by the Federal Aviation Administration in FS 1100.1B CHG3, including any subsequent revisions thereto.

**SEC. 316. COCKPIT SMOKE.**

(a) **STUDY.**—The Comptroller General of the United States shall conduct a study on the effectiveness of oversight activities of the Federal Aviation Administration relating to the use of new technologies to prevent or mitigate the effects of dense, continuous smoke in the cockpit of a commercial aircraft.

(b) **REPORT TO CONGRESS.**—Not later than 18 months after the date of enactment of this Act, the Comptroller General shall submit to Congress a report on the results of the study.

**SEC. 317. OFF-AIRPORT, LOW-ALTITUDE AIRCRAFT WEATHER OBSERVATION TECHNOLOGY.**

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

(b) **SPECIFIC REVIEW.**—The review shall include, at a minimum, an examination of off-airport, low-altitude weather reporting needs, an assessment of technical alternatives (including automated weather observation stations), an investment analysis, and recommendations for improving weather reporting.

(c) **REPORT TO CONGRESS.**—Not later than 1 year after the date of enactment of this Act, the

Administrator shall submit to Congress a report containing the results of the review.

**SEC. 318. FEASIBILITY OF REQUIRING HELICOPTER PILOTS TO USE NIGHT VISION GOGGLES.**

(a) **STUDY.**—The Administrator of the Federal Aviation Administration shall carry out a study on the feasibility of requiring pilots of helicopters providing air ambulance services under part 135 of title 14, Code of Federal Regulations, to use night vision goggles during nighttime operations.

(b) **CONSIDERATIONS.**—In conducting the study, the Administrator shall consult with owners and operators of helicopters providing air ambulance services under such part 135 and aviation safety professionals to determine the benefits, financial considerations, and risks associated with requiring the use of night vision goggles.

(c) **REPORT TO CONGRESS.**—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.

**SEC. 319. MAINTENANCE PROVIDERS.**

(a) **REGULATIONS.**—Not later than 3 years after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall issue regulations requiring that covered work on an aircraft used to provide air transportation under part 121 of title 14, Code of Federal Regulations, be performed by persons in accordance with subsection (b).

(b) **PERSONS AUTHORIZED TO PERFORM CERTAIN WORK.**—A person may perform covered work on aircraft used to provide air transportation under part 121 of title 14, Code of Federal Regulations, only if the person is employed by—

(1) a part 121 air carrier;

(2) a part 145 repair station or a person authorized under section 43.17 of title 14, Code of Federal Regulations (or any successor regulation); or

(3) subject to subsection (c), a person that—

(A) provides contract maintenance workers, services, or maintenance functions to a part 121 air carrier or part 145 repair station; and

(B) meets the requirements of the part 121 air carrier or the part 145 repair station, as appropriate.

(c) **TERMS AND CONDITIONS.**—Covered work performed by a person who is employed by a person described in subsection (b)(3) shall be subject to the following terms and conditions:

(1) The applicable part 121 air carrier shall be directly in charge of the covered work being performed.

(2) The covered work shall be carried out in accordance with the part 121 air carrier's maintenance manual.

(3) The person shall carry out the covered work under the supervision and control of the part 121 air carrier directly in charge of the covered work being performed on its aircraft.

(d) **DEFINITIONS.**—In this section, the following definitions apply:

(1) **COVERED WORK.**—The term “covered work” means any of the following:

(A) Essential maintenance that could result in a failure, malfunction, or defect endangering the safe operation of an aircraft if not performed properly or if improper parts or materials are used.

(B) Regularly scheduled maintenance.

(C) A required inspection item (as defined by the Administrator).

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

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

(4) **PERSON.**—The term “person” means an individual, firm, partnership, corporation, company, or association that performs maintenance, preventative maintenance, or alterations.

**SEC. 320. STUDY OF AIR QUALITY IN AIRCRAFT CABINS.**

(a) **IN GENERAL.**—Not later than 1 year after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall initiate a study of air quality in aircraft cabins to—

(1) assess bleed air quality on the full range of commercial aircraft operating in the United States;

(2) identify oil-based contaminants, hydraulic fluid toxins, and other air toxins that appear in cabin air and measure the quantity and prevalence, or absence, of those toxins through a comprehensive sampling program;

(3) determine the specific amount and duration of toxic fumes present in aircraft cabins that constitutes a health risk to passengers;

(4) develop a systematic reporting standard for smoke and fume events in aircraft cabins; and

(5) identify the potential health risks to individuals exposed to toxic fumes during flight.

(b) **AUTHORITY TO MONITOR AIR IN AIRCRAFT CABINS.**—For purposes of conducting the study required by subsection (a), the Administrator of the Federal Aviation Administration shall require domestic air carriers to allow air quality monitoring on their aircraft in a manner that imposes no significant costs on the air carrier and does not interfere with the normal operation of the aircraft.

**SEC. 321. IMPROVED PILOT LICENSES.**

(a) **IN GENERAL.**—The Administrator of the Federal Aviation Administration shall issue improved pilot licenses consistent with requirements under this section.

(b) **TIMING.**—Not later than 270 days after the date of enactment of this Act, the Administrator shall—

(1) provide 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 containing—

(A) a timeline for the phased issuance of improved pilot licenses under this section that ensures all pilots are issued such licenses not later than 2 years after the initial issuance of such licenses under paragraph (2); and

(B) recommendations for the Federal installation of infrastructure necessary to take advantage of information contained on improved pilot licenses issued under this section, which identify the necessary infrastructure, indicate the Federal entity that should be responsible for installing, funding, and operating the infrastructure at airport sterile areas, and provide an estimate of the costs of the infrastructure; and

(2) begin to issue improved pilot licenses consistent with the requirements of title 49, United States Code, and title 14, Code of Federal Regulations.

(c) **REQUIREMENTS.**—Improved pilot licenses issued under this section shall—

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

(2) include a photograph of the individual to whom the license is issued for identification purposes; and

(3) be smart cards that—

(A) accommodate iris and fingerprint biometric identifiers; and

(B) are compliant with Federal Information Processing Standards-201 (FIPS-201) or Personal Identity Verification-Interoperability Standards (PIV-I) for processing through security checkpoints into airport sterile areas.

(d) **TAMPERING.**—To the extent practicable, the Administrator shall develop methods to determine or reveal whether any component or security feature of an improved pilot license issued under this section has been tampered with, altered, or counterfeited.

(e) USE OF DESIGNEES.—The Administrator may use designees to carry out subsection (a) to the extent practicable in order to minimize the burdens on pilots.

(f) REPORT TO CONGRESS.—

(1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, and annually thereafter, 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 issuance of improved pilot licenses under this section.

(2) EXPIRATION.—The Administrator shall not be required to submit annual reports under this subsection after the date on which the Administrator has issued improved pilot licenses under this section to all pilots.

**Subtitle B—Unmanned Aircraft Systems**

**SEC. 331. DEFINITIONS.**

In this subtitle, the following definitions apply:

(1) ARCTIC.—The term “Arctic” means the United States zone of the Chukchi Sea, Beaufort Sea, and Bering Sea north of the Aleutian chain.

(2) CERTIFICATE OF WAIVER; CERTIFICATE OF AUTHORIZATION.—The terms “certificate of waiver” and “certificate of authorization” mean a Federal Aviation Administration grant of approval for a specific flight operation.

(3) PERMANENT AREAS.—The term “permanent areas” means areas on land or water that provide for launch, recovery, and operation of small unmanned aircraft.

(4) PUBLIC UNMANNED AIRCRAFT SYSTEM.—The term “public unmanned aircraft system” means an unmanned aircraft system that meets the qualifications and conditions required for operation of a public aircraft (as defined in section 40102 of title 49, United States Code).

(5) SENSE AND AVOID CAPABILITY.—The term “sense and avoid capability” means the capability of an unmanned aircraft to remain a safe distance from and to avoid collisions with other airborne aircraft.

(6) SMALL UNMANNED AIRCRAFT.—The term “small unmanned aircraft” means an unmanned aircraft weighing less than 55 pounds.

(7) TEST RANGE.—The term “test range” means a defined geographic area where research and development are conducted.

(8) UNMANNED AIRCRAFT.—The term “unmanned aircraft” means an aircraft that is operated without the possibility of direct human intervention from within or on the aircraft.

(9) 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.

**SEC. 332. INTEGRATION OF CIVIL UNMANNED AIRCRAFT SYSTEMS INTO NATIONAL AIRSPACE SYSTEM.**

(a) REQUIRED PLANNING FOR INTEGRATION.—

(1) COMPREHENSIVE PLAN.—Not later than 270 days after the date of enactment of this Act, the Secretary of Transportation, in consultation with representatives of the aviation industry, Federal agencies that employ unmanned aircraft systems technology in the national airspace system, and the unmanned aircraft systems industry, shall develop a comprehensive plan to safely accelerate the integration of civil unmanned aircraft systems into the national airspace system.

(2) CONTENTS OF PLAN.—The plan required under paragraph (1) shall contain, at a minimum, recommendations or projections on—

(A) the rulemaking to be conducted under subsection (b), with specific recommendations on how the rulemaking will—

(i) define the acceptable standards for operation and certification of civil unmanned aircraft systems;

(ii) ensure that any civil unmanned aircraft system includes a sense and avoid capability; and

(iii) establish standards and requirements for the operator and pilot of a civil unmanned aircraft system, including standards and requirements for registration and licensing;

(B) the best methods to enhance the technologies and subsystems necessary to achieve the safe and routine operation of civil unmanned aircraft systems in the national airspace system;

(C) a phased-in approach to the integration of civil unmanned aircraft systems into the national airspace system;

(D) a timeline for the phased-in approach described under subparagraph (C);

(E) creation of a safe

(F) airspace designation for cooperative manned and unmanned flight operations in the national airspace system;

(G) establishment of a process to develop certification, flight standards, and air traffic requirements for civil unmanned aircraft systems at test ranges where such systems are subject to testing;

(H) the best methods to ensure the safe operation of civil unmanned aircraft systems and public unmanned aircraft systems simultaneously in the national airspace system; and

(I) incorporation of the plan into the annual NextGen Implementation Plan document (or any successor document) of the Federal Aviation Administration.

(3) DEADLINE.—The plan required under paragraph (1) shall provide for the safe integration of civil unmanned aircraft systems into the national airspace system as soon as practicable, but not later than September 30, 2015.

(4) REPORT TO CONGRESS.—Not later than 1 year after the date of enactment of this Act, the Secretary shall submit to Congress a copy of the plan required under paragraph (1).

(5) ROADMAP.—Not later than 1 year after the date of enactment of this Act, the Secretary shall approve and make available in print and on the Administration’s Internet Web site a 5-year roadmap for the introduction of civil unmanned aircraft systems into the national airspace system, as coordinated by the Unmanned Aircraft Program Office of the Administration. The Secretary shall update the roadmap annually.

(6) RULEMAKING.—Not later than 18 months after the date on which the plan required under subsection (a)(1) is submitted to Congress under subsection (a)(4), the Secretary shall publish in the Federal Register—

(1) a final rule on small unmanned aircraft systems that will allow for civil operation of such systems in the national airspace system, to the extent the systems do not meet the requirements for expedited operational authorization under section 333 of this Act;

(2) a notice of proposed rulemaking to implement the recommendations of the plan required under subsection (a)(1), with the final rule to be published not later than 16 months after the date of publication of the notice; and

(3) an update to the Administration’s most recent policy statement on unmanned aircraft systems, contained in Docket No. FAA-2006-25714.

(c) PILOT PROJECTS.—

(1) ESTABLISHMENT.—Not later than 180 days after the date of enactment of this Act, the Administrator shall establish a program to integrate unmanned aircraft systems into the national airspace system at 6 test ranges. The program shall terminate 5 years after the date of enactment of this Act.

(2) PROGRAM REQUIREMENTS.—In establishing the program under paragraph (1), the Administrator shall—

(A) safely designate airspace for integrated manned and unmanned flight operations in the national airspace system;

(B) develop certification standards and air traffic requirements for unmanned flight operations at test ranges;

(C) coordinate with and leverage the resources of the National Aeronautics and Space Administration and the Department of Defense;

(D) address both civil and public unmanned aircraft systems;

(E) ensure that the program is coordinated with the Next Generation Air Transportation System; and

(F) provide for verification of the safety of unmanned aircraft systems and related navigation procedures before integration into the national airspace system.

(3) TEST RANGE LOCATIONS.—In determining the location of the 6 test ranges of the program under paragraph (1), the Administrator shall—

(A) take into consideration geographic and climatic diversity;

(B) take into consideration the location of ground infrastructure and research needs; and

(C) consult with the National Aeronautics and Space Administration and the Department of Defense.

(4) TEST RANGE OPERATION.—A project at a test range shall be operational not later than 180 days after the date on which the project is established.

(5) REPORT TO CONGRESS.—

(A) IN GENERAL.—Not later than 90 days after the date of the termination of the program under paragraph (1), the Administrator shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure and the Committee on Science, Space, and Technology of the House of Representatives a report setting forth the Administrator’s findings and conclusions concerning the projects.

(B) ADDITIONAL CONTENTS.—The report under subparagraph (A) shall include a description and assessment of the progress being made in establishing special use airspace to fill the immediate need of the Department of Defense—

(i) to develop detection techniques for small unmanned aircraft systems; and

(ii) to validate the sense and avoid capability and operation of unmanned aircraft systems.

(d) EXPANDING USE OF UNMANNED AIRCRAFT SYSTEMS IN ARCTIC.—

(1) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Secretary shall develop a plan and initiate a process to work with relevant Federal agencies and national and international communities to designate permanent areas in the Arctic where small unmanned aircraft may operate 24 hours per day for research and commercial purposes. The plan for operations in these permanent areas shall include the development of processes to facilitate the safe operation of unmanned aircraft beyond line of sight. Such areas shall enable over-water flights from the surface to at least 2,000 feet in altitude, with ingress and egress routes from selected coastal launch sites.

(2) AGREEMENTS.—To implement the plan under paragraph (1), the Secretary may enter into an agreement with relevant national and international communities.

(3) AIRCRAFT APPROVAL.—Not later than 1 year after the entry into force of an agreement necessary to effectuate the purposes of this subsection, the Secretary shall work with relevant national and international communities to establish and implement a process, or may apply an applicable process already established, for approving the use of unmanned aircraft in the designated permanent areas in the Arctic without regard to whether an unmanned aircraft is used as a public aircraft, a civil aircraft, or a model aircraft.

**SEC. 333. SPECIAL RULES FOR CERTAIN UNMANNED AIRCRAFT SYSTEMS.**

(a) IN GENERAL.—Notwithstanding any other requirement of this subtitle, and not later than 180 days after the date of enactment of this Act, the Secretary of Transportation shall determine if certain unmanned aircraft systems may operate safely in the national airspace system before completion of the plan and rulemaking required

by section 332 of this Act or the guidance required by section 334 of this Act.

(b) ASSESSMENT OF UNMANNED AIRCRAFT SYSTEMS.—In making the determination under subsection (a), the Secretary shall determine, at a minimum—

(1) which types of unmanned aircraft systems, if any, as a result of their size, weight, speed, operational capability, proximity to airports and populated areas, and operation within visual line of sight do not create a hazard to users of the national airspace system or the public or pose a threat to national security; and

(2) whether a certificate of waiver, certificate of authorization, or airworthiness certification under section 44704 of title 49, United States Code, is required for the operation of unmanned aircraft systems identified under paragraph (1).

(c) REQUIREMENTS FOR SAFE OPERATION.—If the Secretary determines under this section that certain unmanned aircraft systems may operate safely in the national airspace system, the Secretary shall establish requirements for the safe operation of such aircraft systems in the national airspace system.

#### SEC. 334. PUBLIC UNMANNED AIRCRAFT SYSTEMS.

(a) GUIDANCE.—Not later than 270 days after the date of enactment of this Act, the Secretary of Transportation shall issue guidance regarding the operation of public unmanned aircraft systems to—

(1) expedite the issuance of a certificate of authorization process;

(2) provide for a collaborative process with public agencies to allow for an incremental expansion of access to the national airspace system as technology matures and the necessary safety analysis and data become available, and until standards are completed and technology issues are resolved;

(3) facilitate the capability of public agencies to develop and use test ranges, subject to operating restrictions required by the Federal Aviation Administration, to test and operate unmanned aircraft systems; and

(4) provide guidance on a public entity's responsibility when operating an unmanned aircraft without a civil airworthiness certificate issued by the Administration.

(b) STANDARDS FOR OPERATION AND CERTIFICATION.—Not later than December 31, 2015, the Administrator shall develop and implement operational and certification requirements for the operation of public unmanned aircraft systems in the national airspace system.

#### (c) AGREEMENTS WITH GOVERNMENT AGENCIES.—

(1) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Secretary shall enter into agreements with appropriate government agencies to simplify the process for issuing certificates of waiver or authorization with respect to applications seeking authorization to operate public unmanned aircraft systems in the national airspace system.

#### (2) CONTENTS.—The agreements shall—

(A) with respect to an application described in paragraph (1)—

(i) provide for an expedited review of the application;

(ii) require a decision by the Administrator on approval or disapproval within 60 business days of the date of submission of the application; and

(iii) allow for an expedited appeal if the application is disapproved;

(B) allow for a one-time approval of similar operations carried out during a fixed period of time; and

(C) allow a government public safety agency to operate unmanned aircraft weighing 4.4 pounds or less, if operated—

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

(ii) less than 400 feet above the ground;

(iii) during daylight conditions;

(iv) within Class G airspace; and

(v) outside of 5 statute miles from any airport, heliport, seaplane base, spaceport, or other location with aviation activities.

#### SEC. 335. SAFETY STUDIES.

The Administrator of the Federal Aviation Administration shall carry out all safety studies necessary to support the integration of unmanned aircraft systems into the national airspace system.

#### SEC. 336. SPECIAL RULE 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, if—

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

(2) the aircraft is operated in accordance with a community-based set of safety guidelines and within the programming of a nationwide community-based organization;

(3) 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;

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

(5) when flown within 5 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 5 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) STATUTORY CONSTRUCTION.—Nothing in this section shall 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.

(c) MODEL AIRCRAFT DEFINED.—In this section, the term “model aircraft” means an unmanned aircraft that is—

(1) capable of sustained flight in the atmosphere;

(2) flown within visual line of sight of the person operating the aircraft; and

(3) flown for hobby or recreational purposes.

#### Subtitle C—Safety and Protections

#### SEC. 341. AVIATION SAFETY WHISTLEBLOWER INVESTIGATION OFFICE.

Section 106 (as amended by this Act) is further amended by adding at the end the following:

##### “(t) AVIATION SAFETY WHISTLEBLOWER INVESTIGATION OFFICE.—

“(1) ESTABLISHMENT.—There is established in the Federal Aviation Administration (in this subsection referred to as the ‘Agency’) an Aviation Safety Whistleblower Investigation Office (in this subsection referred to as the ‘Office’).

##### “(2) DIRECTOR.—

“(A) APPOINTMENT.—The head of the Office shall be the Director, who shall be appointed by the Secretary of Transportation.

“(B) QUALIFICATIONS.—The Director shall have a demonstrated ability in investigations and knowledge of or experience in aviation.

“(C) TERM.—The Director shall be appointed for a term of 5 years.

“(D) VACANCIES.—Any individual appointed to fill a vacancy in the position of the Director occurring before the expiration of the term for which the individual’s predecessor was appointed shall be appointed for the remainder of that term.

##### “(3) COMPLAINTS AND INVESTIGATIONS.—

“(A) AUTHORITY OF DIRECTOR.—The Director shall—

(i) receive complaints and information submitted by employees of persons holding certifi-

cates issued under title 14, Code of Federal Regulations (if the certificate holder does not have a similar in-house whistleblower or safety and regulatory noncompliance reporting process) and employees of the Agency concerning the possible existence of an activity relating to a violation of an order, a regulation, or any other provision of Federal law relating to aviation safety;

“(ii) assess complaints and information submitted under clause (i) and determine whether a substantial likelihood exists that a violation of an order, a regulation, or any other provision of Federal law relating to aviation safety has occurred; and

“(iii) based on findings of the assessment conducted under clause (ii), make recommendations to the Administrator of the Agency, in writing, regarding further investigation or corrective actions.

“(B) DISCLOSURE OF IDENTITIES.—The Director shall not disclose the identity of an individual who submits a complaint or information under subparagraph (A)(i) unless—

“(i) the individual consents to the disclosure in writing; or

“(ii) the Director determines, in the course of an investigation, that the disclosure is required by regulation, statute, or court order, or is otherwise unavoidable, in which case the Director shall provide the individual reasonable advanced notice of the disclosure.

“(C) INDEPENDENCE OF DIRECTOR.—The Secretary, the Administrator, or any officer or employee of the Agency may not prevent or prohibit the Director from initiating, carrying out, or completing any assessment of a complaint or information submitted under subparagraph (A)(i) or from reporting to Congress on any such assessment.

“(D) ACCESS TO INFORMATION.—In conducting an assessment of a complaint or information submitted under subparagraph (A)(i), the Director shall have access to all records, reports, audits, reviews, documents, papers, recommendations, and other material of the Agency necessary to determine whether a substantial likelihood exists that a violation of an order, a regulation, or any other provision of Federal law relating to aviation safety may have occurred.

“(4) RESPONSES TO RECOMMENDATIONS.—Not later than 60 days after the date on which the Administrator receives a report with respect to an investigation, the Administrator shall respond to a recommendation made by the Director under paragraph (3)(A)(iii) in writing and retain records related to any further investigations or corrective actions taken in response to the recommendation.

“(5) INCIDENT REPORTS.—If the Director determines there is a substantial likelihood that a violation of an order, a regulation, or any other provision of Federal law relating to aviation safety has occurred that requires immediate corrective action, the Director shall report the potential violation expeditiously to the Administrator and the Inspector General of the Department of Transportation.

“(6) REPORTING OF CRIMINAL VIOLATIONS TO INSPECTOR GENERAL.—If the Director has reasonable grounds to believe that there has been a violation of Federal criminal law, the Director shall report the violation expeditiously to the Inspector General.

“(7) ANNUAL REPORTS TO CONGRESS.—Not later than October 1 of each year, the Director shall submit to Congress a report containing—

“(A) information on the number of submissions of complaints and information received by the Director under paragraph (3)(A)(i) in the preceding 12-month period;

“(B) summaries of those submissions;

“(C) summaries of further investigations and corrective actions recommended in response to the submissions; and

“(D) summaries of the responses of the Administrator to such recommendations.”.

**SEC. 342. POSTEMPLOYMENT RESTRICTIONS FOR FLIGHT STANDARDS INSPECTORS.**

(a) **IN GENERAL.**—Section 44711 is amended by adding at the end the following:

**“(d) POSTEMPLOYMENT RESTRICTIONS FOR FLIGHT STANDARDS INSPECTORS.**

“(1) **PROHIBITION.**—A person holding an operating certificate issued under title 14, Code of Federal Regulations, may not knowingly employ, or make a contractual arrangement that permits, an individual to act as an agent or representative of the certificate holder in any matter before the Federal Aviation Administration if the individual, in the preceding 2-year period—

“(A) served as, or was responsible for oversight of, a flight standards inspector of the Administration; and

“(B) had responsibility to inspect, or oversee inspection of, the operations of the certificate holder.

“(2) **WRITTEN AND ORAL COMMUNICATIONS.**—For purposes of paragraph (1), an individual shall be considered to be acting as an agent or representative of a certificate holder in a matter before the Administration if the individual makes any written or oral communication on behalf of the certificate holder to the Administration (or any of its officers or employees) in connection with a particular matter, whether or not involving a specific party and without regard to whether the individual has participated in, or had responsibility for, the particular matter while serving as a flight standards inspector of the Administration.”.

(b) **APPLICABILITY.**—The amendment made by subsection (a) shall not apply to an individual employed by a certificate holder as of the date of enactment of this Act.

**SEC. 343. REVIEW OF AIR TRANSPORTATION OVERSIGHT SYSTEM DATABASE.**

(a) **REVIEWS.**—The Administrator of the Federal Aviation Administration shall establish a process by which the air transportation oversight system database of the Administration is reviewed by regional teams of employees of the Administration, including at least one employee on each team representing aviation safety inspectors, on a monthly basis to ensure that—

(1) any trends in regulatory compliance are identified; and

(2) appropriate corrective actions are taken in accordance with Administration regulations, advisory directives, policies, and procedures.

**(b) MONTHLY TEAM REPORTS.**

(1) **IN GENERAL.**—A regional team of employees conducting a monthly review of the air transportation oversight system database under subsection (a) shall submit to the Administrator, the Associate Administrator for Aviation Safety, and the Director of Flight Standards Service a report each month on the results of the review.

(2) **CONTENTS.**—A report submitted under paragraph (1) shall identify—

(A) any trends in regulatory compliance discovered by the team of employees in conducting the monthly review; and

(B) any corrective actions taken or proposed to be taken in response to the trends.

(c) **BIANNUAL REPORTS TO CONGRESS.**—The Administrator, on a biannual basis, 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 reviews of the air transportation oversight system database conducted under this section, including copies of reports received under subsection (b).

**SEC. 344. IMPROVED VOLUNTARY DISCLOSURE REPORTING SYSTEM.**

(a) **VOLUNTARY DISCLOSURE REPORTING PROGRAM DEFINED.**—In this section, the term “Voluntary Disclosure Reporting Program” means the program established by the Federal Aviation Administration through Advisory Circular 00-58A, dated September 8, 2006, including any subsequent revisions thereto.

(b) **VERIFICATION.**—The Administrator of the Federal Aviation Administration shall modify

the Voluntary Disclosure Reporting Program to require inspectors to—

(1) verify that air carriers are implementing comprehensive solutions to correct the underlying causes of the violations voluntarily disclosed by such air carriers; and

(2) confirm, before approving a final report of a violation, that a violation with the same root causes, has not been previously discovered by an inspector or self-disclosed by the air carrier.

(c) **SUPERVISORY REVIEW OF VOLUNTARY SELF-DISCLOSURES.**—The Administrator shall establish a process by which voluntary self-disclosures received from air carriers are reviewed and approved by a supervisor after the initial review by an inspector.

**(d) INSPECTOR GENERAL STUDY.**

(1) **IN GENERAL.**—The Inspector General of the Department of Transportation shall conduct a study of the Voluntary Disclosure Reporting Program.

(2) **REVIEW.**—In conducting the study, the Inspector General shall examine, at a minimum, if the Administration—

(A) conducts comprehensive reviews of voluntary disclosure reports before closing a voluntary disclosure report under the provisions of the program;

(B) evaluates the effectiveness of corrective actions taken by air carriers; and

(C) effectively prevents abuse of the voluntary disclosure reporting program through its secondary review of self-disclosures before they are accepted and closed by the Administration.

(3) **REPORT TO CONGRESS.**—Not later than 1 year after the date of enactment of this Act, the Inspector General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study conducted under this section.

**SEC. 345. DUTY PERIODS AND FLIGHT TIME LIMITATIONS APPLICABLE TO FLIGHT CREWMEMBERS.****(a) RULEMAKING ON APPLICABILITY OF PART 121 DUTY PERIODS AND FLIGHT TIME LIMITATIONS TO PART 91 OPERATIONS.**

—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall initiate a rulemaking proceeding, if such a proceeding has not already been initiated, to require a flight crewmember who is employed by an air carrier conducting operations under part 121 of title 14, Code of Federal Regulations, and who accepts an additional assignment for flying under part 91 of such title from the air carrier or from any other air carrier conducting operations under part 121 or 135 of such title, to apply the period of the additional assignment (regardless of whether the assignment is performed by the flight crewmember before or after an assignment to fly under part 121 of such title) toward any limitation applicable to the flight crewmember relating to duty periods or flight times under part 121 of such title.

**(b) RULEMAKING ON APPLICABILITY OF PART 135 DUTY PERIODS AND FLIGHT TIME LIMITATIONS TO PART 91 OPERATIONS.**

—Not later than 1 year after the date of enactment of this Act, the Administrator shall initiate a rulemaking proceeding to require a flight crewmember who is employed by an air carrier conducting operations under part 135 of title 14, Code of Federal Regulations, and who accepts an additional assignment for flying under part 91 of such title from the air carrier or any other air carrier conducting operations under part 121 or 135 of such title, to apply the period of the additional assignment (regardless of whether the assignment is performed by the flight crewmember before or after an assignment to fly under part 135 of such title) toward any limitation applicable to the flight crewmember relating to duty periods or flight times under part 135 of such title.

(c) **SEPARATE RULEMAKING PROCEEDINGS REQUIRED.**—The rulemaking proceeding required

under subsection (b) shall be separate from the rulemaking proceeding required under subsection (a).

**SEC. 346. CERTAIN EXISTING FLIGHT TIME LIMITATIONS AND REST REQUIREMENTS.**

The Administrator of the Federal Aviation Administration may not finalize the interpretation proposed in Docket No. FAA-2010-1259, relating to rest requirements, and published in the Federal Register on December 23, 2010.

**SEC. 347. EMERGENCY LOCATOR TRANSMITTERS ON GENERAL AVIATION AIRCRAFT.**

(a) **INSPECTION.**—As part of the annual inspection of general aviation aircraft, the Administrator of the Federal Aviation Administration shall require a detailed inspection of each emergency locator transmitter (in this section referred to as an “ELT”) installed in general aviation aircraft operating in the United States to ensure that the ELT is mounted and retained in accordance with the manufacturer’s specifications.

**(b) MOUNTING AND RETENTION.**

(1) **IN GENERAL.**—Not later than 90 days after the date of enactment of this Act, the Administrator shall determine if the ELT mounting requirements and retention tests specified by Technical Standard Orders C91a and C126 are adequate to assess retention capabilities in ELT designs.

(2) **REVISION.**—Based on the determination under paragraph (1), the Administrator shall make any necessary revisions to the requirements and retention tests referred to in paragraph (1) to ensure that ELTs are properly retained in the event of an aircraft accident.

(c) **REPORT.**—Upon the completion of any revisions under subsection (b)(2), the Administrator shall submit a report on the implementation of this section to—

(1) the Committee on Commerce, Science, and Transportation of the Senate; and

(2) the Committee on Transportation and Infrastructure of the House of Representatives.

**TITLE IV—AIR SERVICE IMPROVEMENTS****Subtitle A—Passenger Air Service Improvements****SEC. 401. SMOKING PROHIBITION.**

(a) **IN GENERAL.**—Section 41706 is amended—

(1) in the section heading by striking “**scheduled**” and inserting “**passenger**”; and

(2) by striking subsections (a) and (b) and inserting the following:

“(a) **SMOKING PROHIBITION IN INTERSTATE AND INTRASTATE AIR TRANSPORTATION.**—An individual may not smoke—

“(1) in an aircraft in scheduled passenger interstate or intrastate air transportation; or

“(2) in an aircraft in nonscheduled passenger interstate or intrastate air transportation, if a flight attendant is a required crewmember on the aircraft (as determined by the Federal Aviation Administration).

“(b) **SMOKING PROHIBITION IN FOREIGN AIR TRANSPORTATION.**—The Secretary of Transportation shall require all air carriers and foreign air carriers to prohibit smoking—

“(1) in an aircraft in scheduled passenger foreign air transportation; and

“(2) in an aircraft in nonscheduled passenger foreign air transportation, if a flight attendant is a required crewmember on the aircraft (as determined by the Administrator or a foreign government).”

(b) **CLERICAL AMENDMENT.**—The analysis for chapter 417 is amended by striking the item relating to section 41706 and inserting the following:

“41706. Prohibitions against smoking on passenger flights.”.

**SEC. 402. MONTHLY AIR CARRIER REPORTS.**

(a) **IN GENERAL.**—Section 41708 is amended by adding at the end the following:

**“(c) DIVERTED AND CANCELLED FLIGHTS.**—

“(1) **MONTHLY REPORTS.**—The Secretary shall require an air carrier referred to in paragraph

(2) to file with the Secretary a monthly report on each flight of the air carrier that is diverted from its scheduled destination to another airport and each flight of the air carrier that departs the gate at the airport at which the flight originates but is cancelled before wheels-off time.

“(2) APPLICABILITY.—An air carrier that is required to file a monthly airline service quality performance report pursuant to part 234 of title 14, Code of Federal Regulations, shall be subject to the requirement of paragraph (1).

“(3) CONTENTS.—A monthly report filed by an air carrier under paragraph (1) shall include, at a minimum, the following information:

“(A) For a diverted flight—

“(i) the flight number of the diverted flight;  
(ii) the scheduled destination of the flight;  
(iii) the date and time of the flight;  
(iv) the airport to which the flight was diverted;

“(v) wheels-on time at the diverted airport;

“(vi) the time, if any, passengers deplaned the aircraft at the diverted airport; and

“(vii) if the flight arrives at the scheduled destination airport—

“(I) the gate-departure time at the diverted airport;

“(II) the wheels-off time at the diverted airport;

“(III) the wheels-on time at the scheduled arrival airport; and

“(IV) the gate-arrival time at the scheduled arrival airport.

“(B) For flights cancelled after gate departure—

“(i) the flight number of the cancelled flight;  
(ii) the scheduled origin and destination airports of the cancelled flight;

“(iii) the date and time of the cancelled flight;  
(iv) the gate-departure time of the cancelled flight; and

“(v) the time the aircraft returned to the gate.

“(4) PUBLICATION.—The Secretary shall compile the information provided in the monthly reports filed pursuant to paragraph (1) in a single monthly report and publish such report on the Internet Web site of the Department of Transportation.”.

(b) EFFECTIVE DATE.—Beginning not later than 90 days after the date of enactment of this Act, the Secretary of Transportation shall require monthly reports pursuant to the amendment made by subsection (a).

#### SEC. 403. MUSICAL INSTRUMENTS.

(a) IN GENERAL.—Subchapter I of chapter 41 is amended by adding at the end the following:

##### §41724. Musical instruments

“(a) IN GENERAL.—

“(1) SMALL INSTRUMENTS AS CARRY-ON BAGGAGE.—An air carrier providing air transportation shall permit a passenger to carry a violin, guitar, or other musical instrument in the aircraft cabin, without charging the passenger a fee in addition to any standard fee that carrier may require for comparable carry-on baggage, if—

“(A) the instrument can be stowed safely in a suitable baggage compartment in the aircraft cabin or under a passenger seat, in accordance with the requirements for carriage of carry-on baggage or cargo established by the Administrator; and

“(B) there is space for such stowage at the time the passenger boards the aircraft.

“(2) LARGER INSTRUMENTS AS CARRY-ON BAGGAGE.—An air carrier providing air transportation shall permit a passenger to carry a musical instrument that is too large to meet the requirements of paragraph (1) in the aircraft cabin, without charging the passenger a fee in addition to the cost of the additional ticket described in subparagraph (E), if—

“(A) the instrument is contained in a case or covered so as to avoid injury to other passengers;

“(B) the weight of the instrument, including the case or covering, does not exceed 165 pounds

or the applicable weight restrictions for the aircraft;

“(C) the instrument can be stowed in accordance with the requirements for carriage of carry-on baggage or cargo established by the Administrator;

“(D) neither the instrument nor the case contains any object not otherwise permitted to be carried in an aircraft cabin because of a law or regulation of the United States; and

“(E) the passenger wishing to carry the instrument in the aircraft cabin has purchased an additional seat to accommodate the instrument.

“(3) LARGE INSTRUMENTS AS CHECKED BAGGAGE.—An air carrier shall transport as baggage a musical instrument that is the property of a passenger traveling in air transportation that may not be carried in the aircraft cabin if—

“(A) the sum of the length, width, and height measured in inches of the outside linear dimensions of the instrument (including the case) does not exceed 150 inches or the applicable size restrictions for the aircraft;

“(B) the weight of the instrument does not exceed 165 pounds or the applicable weight restrictions for the aircraft; and

“(C) the instrument can be stowed in accordance with the requirements for carriage of carry-on baggage or cargo established by the Administrator.

“(b) REGULATIONS.—Not later than 2 years after the date of enactment of this section, the Secretary shall issue final regulations to carry out subsection (a).

“(c) EFFECTIVE DATE.—The requirements of this section shall become effective on the date of issuance of the final regulations under subsection (b).”.

(b) CONFORMING AMENDMENT.—The analysis for such subchapter is amended by adding at the end the following:

##### “41724. Musical instruments.”.

#### SEC. 404. EXTENSION OF COMPETITIVE ACCESS REPORTS.

Section 47107(s)(3) is amended to read as follows:

“(3) SUNSET PROVISION.—This subsection shall cease to be effective beginning October 1, 2015.”.

#### SEC. 405. AIRFARES FOR MEMBERS OF THE ARMED FORCES.

(a) FINDINGS.—Congress finds that—

(1) the Armed Forces is comprised of approximately 1,450,000 members who are stationed on active duty at more than 6,000 military bases in 146 different countries;

(2) the United States is indebted to the members of the Armed Forces, many of whom are in grave danger due to their engagement in, or exposure to, combat;

(3) military service, especially in the current war against terrorism, often requires members of the Armed Forces to be separated from their families on short notice, for long periods of time, and under very stressful conditions;

(4) the unique demands of military service often preclude members of the Armed Forces from purchasing discounted advance airline tickets in order to visit their loved ones at home; and

(5) it is the patriotic duty of the people of the United States to support the members of the Armed Forces who are defending the Nation’s interests around the world at great personal sacrifice.

(b) SENSE OF CONGRESS.—It is the sense of Congress that—

(1) all United States commercial air carriers should seek to lend their support with flexible, generous policies applicable to members of the Armed Forces who are traveling on leave or liberty at their own expense; and

(2) each United States air carrier, for all members of the Armed Forces who have been granted leave or liberty and who are traveling by air at their own expense, should—

(A) seek to provide reduced air fares that are comparable to the lowest airfare for ticketed

flights and that eliminate to the maximum extent possible advance purchase requirements;

(B) seek to eliminate change fees or charges and any penalties;

(C) seek to eliminate or reduce baggage and excess weight fees;

(D) offer flexible terms that allow members to purchase, modify, or cancel tickets without time restrictions, and to waive fees (including bag-gage fees), ancillary costs, or penalties; and

(E) seek to take proactive measures to ensure that all airline employees, particularly those who issue tickets and respond to members of the Armed Forces and their family members, are trained in the policies of the airline aimed at benefitting members of the Armed Forces who are on leave or liberty.

#### SEC. 406. REVIEW OF AIR CARRIER FLIGHT DELAYS, CANCELLATIONS, AND ASSOCIATED CAUSES.

(a) REVIEW.—The Inspector General of the Department of Transportation shall conduct a review regarding air carrier flight delays, cancellations, and associated causes to update the 2000 report numbered CR-2000-112 and titled “Audit of Air Carrier Flight Delays and Cancellations”.

(b) ASSESSMENTS.—In conducting the review under subsection (a), the Inspector General shall assess—

(1) the need for an update on delay and cancellation statistics, including with respect to the number of chronically delayed flights and taxi-in and taxi-out times;

(2) air carriers’ scheduling practices;

(3) the need for a reexamination of capacity benchmarks at the Nation’s busiest airports;

(4) the impact of flight delays and cancellations on air travelers, including recommendations for programs that could be implemented to address the impact of flight delays on air travelers;

(5) the effect that limited air carrier service options on routes have on the frequency of delays and cancellations on such routes;

(6) the effect of the rules and regulations of the Department of Transportation on the decisions of air carriers to delay or cancel flights; and

(7) the impact of flight delays and cancellations on the airline industry.

(c) REPORT TO CONGRESS.—Not later than 1 year after the date of enactment of this Act, 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 review conducted under this section, including the assessments described in subsection (b).

#### SEC. 407. COMPENSATION FOR DELAYED BAGGAGE.

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

(1) examine delays in the delivery of checked baggage to passengers of air carriers; and

(2) assess the options for and examine the impact of establishing minimum standards to compensate a passenger in the case of an unreasonable delay in the delivery of checked baggage.

(b) CONSIDERATION.—In conducting the study, the Comptroller General shall take into account the additional fees for checked baggage that are imposed by many air carriers and how the additional fees should improve an air carrier’s baggage performance.

(c) REPORT TO CONGRESS.—Not later than 180 days after the date of enactment of this Act, the Comptroller General shall transmit to Congress a report on the results of the study.

#### SEC. 408. DOT AIRLINE CONSUMER COMPLAINT INVESTIGATIONS.

The Secretary of Transportation may investigate consumer complaints regarding—

(1) flight cancellations;

(2) compliance with Federal regulations concerning overbooking seats on flights;

(3) lost, damaged, or delayed baggage, and difficulties with related airline claims procedures;

(4) problems in obtaining refunds for unused or lost tickets or fare adjustments;

(5) incorrect or incomplete information about fares, discount fare conditions and availability, overcharges, and fare increases;

(6) the rights of passengers who hold frequent flyer miles or equivalent redeemable awards earned through customer-loyalty programs; and

(7) deceptive or misleading advertising.

**SEC. 409. STUDY OF OPERATORS REGULATED UNDER PART 135.**

(a) **STUDY REQUIRED.**—The Administrator of the Federal Aviation Administration, in consultation with interested parties, shall conduct a study of operators regulated under part 135 of title 14, Code of Federal Regulations.

(b) **CONTENTS.**—In conducting the study under subsection (a), the Administrator shall analyze the part 135 fleet in the United States, which shall include analysis of—

- (1) the size and type of aircraft in the fleet;
- (2) the equipment utilized by the fleet;
- (3) the hours flown each year by the fleet;
- (4) the utilization rates with respect to the fleet;

(5) the safety record of various categories of use and aircraft types with respect to the fleet, through a review of the database of the National Transportation Safety Board;

(6) the sales revenues of the fleet; and

(7) the number of passengers and airports served by the fleet.

(c) **REPORT TO CONGRESS.**—Not later than 18 months 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 conducted under subsection (a).

**SEC. 410. USE OF CELL PHONES ON PASSENGER AIRCRAFT.**

(a) **CELL PHONE STUDY.**—Not later than 120 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall conduct a study on the impact of the use of cell phones for voice communications in an aircraft during a flight in scheduled passenger air transportation where currently permitted by foreign governments in foreign air transportation.

(b) **CONTENTS.**—The study shall include—

(1) a review of foreign government and air carrier policies on the use of cell phones during flight;

(2) a review of the extent to which passengers use cell phones for voice communications during flight; and

(3) a summary of any impacts of cell phone use during flight on safety, the quality of the flight experience of passengers, and flight attendants.

(c) **COMMENT PERIOD.**—Not later than 180 days after the date of enactment of this Act, the Administrator shall publish in the Federal Register the results of the study and allow 60 days for public comment.

(d) **CELL PHONE REPORT.**—Not later than 270 days 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.

**SEC. 411. ESTABLISHMENT OF ADVISORY COMMITTEE FOR AVIATION CONSUMER PROTECTION.**

(a) **IN GENERAL.**—The Secretary of Transportation shall establish an advisory committee for aviation consumer protection to advise the Secretary in carrying out activities relating to airline customer service improvements.

(b) **MEMBERSHIP.**—The Secretary shall appoint the members of the advisory committee,

which shall be comprised of one representative each of—

- (1) air carriers;
- (2) airport operators;
- (3) State or local governments with expertise in consumer protection matters; and
- (4) nonprofit public interest groups with expertise in consumer protection matters.

(c) **VACANCIES.**—A vacancy in the advisory committee shall be filled in the manner in which the original appointment was made.

(d) **TRAVEL EXPENSES.**—Members of the advisory committee shall serve without pay but shall receive travel expenses, including per diem in lieu of subsistence, in accordance with subchapter I of chapter 57 of title 5, United States Code.

(e) **CHAIRPERSON.**—The Secretary shall designate, from among the individuals appointed under subsection (b), an individual to serve as chairperson of the advisory committee.

(f) **DUTIES.**—The duties of the advisory committee shall include—

(1) evaluating existing aviation consumer protection programs and providing recommendations for the improvement of such programs, if needed; and

(2) providing recommendations for establishing additional aviation consumer protection programs, if needed.

(g) **REPORT TO CONGRESS.**—Not later than February 1 of each of the first 2 calendar years beginning after the date of enactment of this Act, the Secretary shall transmit to Congress a report containing—

(1) the recommendations made by the advisory committee during the preceding calendar year; and

(2) an explanation of how the Secretary has implemented each recommendation and, for each recommendation not implemented, the Secretary's reason for not implementing the recommendation.

(h) **TERMINATION.**—The advisory committee established under this section shall terminate on September 30, 2015.

**SEC. 412. DISCLOSURE OF SEAT DIMENSIONS TO FACILITATE THE USE OF CHILD SAFETY SEATS ON AIRCRAFT.**

Not later than 1 year after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall initiate a rulemaking to require each air carrier operating under part 121 of title 14, Code of Federal Regulations, to post on the Internet Web site of the air carrier the maximum dimensions of a child safety seat that can be used on each aircraft operated by the air carrier to enable passengers to determine which child safety seats can be used on those aircraft.

**SEC. 413. SCHEDULE REDUCTION.**

(a) **IN GENERAL.**—If the Administrator of the Federal Aviation Administration determines that—

(1) the aircraft operations of air carriers during any hour at an airport exceed the hourly maximum departure and arrival rate established by the Administrator for such operations; and

(2) the operations in excess of the maximum departure and arrival rate for such hour at such airport are likely to have a significant adverse effect on the safe and efficient use of navigable airspace, the Administrator shall convene a meeting of such carriers to reduce pursuant to section 41722 of title 49, United States Code, on a voluntary basis, the number of such operations so as not to exceed the maximum departure and arrival rate.

(b) **NO AGREEMENT.**—If the air carriers participating in a meeting with respect to an airport under subsection (a) are not able to agree to a reduction in the number of flights to and from the airport so as not to exceed the maximum departure and arrival rate, the Administrator shall take such action as is necessary to ensure such reduction is implemented.

(c) **SUBSEQUENT SCHEDULE INCREASES.**—Subsequent to any reduction in operations under subsection (a) or (b) at an airport, if the Administrator determines that the hourly number of aircraft operations at that airport is less than the amount that can be handled safely and efficiently, the Administrator shall ensure that priority is given to United States air carriers in permitting additional aircraft operations with respect to that hour.

**SEC. 414. RONALD REAGAN WASHINGTON NATIONAL AIRPORT SLOT EXEMPTIONS.**

(a) **INCREASE IN NUMBER OF SLOT EXEMPTIONS.**—Section 41718 is amended by adding at the end the following:

“(g) **ADDITIONAL SLOT EXEMPTIONS.**—

“(1) **INCREASE IN SLOT EXEMPTIONS.**—Not later than 90 days after the date of enactment of the FAA Modernization and Reform Act of 2012, the Secretary shall grant, by order 16 exemptions from—

“(A) the application of sections 49104(a)(5), 49109, and 41714 to air carriers to operate limited frequencies and aircraft on routes between Ronald Reagan Washington National Airport and airports located beyond the perimeter described in section 49109; and

“(B) the requirements of subparts K and S of part 93, Code of Federal Regulations.

“(2) **NEW ENTRANTS AND LIMITED INCUMBENTS.**—Of the slot exemptions made available under paragraph (1), the Secretary shall make 8 available to limited incumbent air carriers or new entrant air carriers (as such terms are defined in section 41714(h)). Such exemptions shall be allocated pursuant to the application process established by the Secretary under subsection (d). The Secretary shall consider the extent to which the exemptions will—

“(A) provide air transportation with domestic network benefits in areas beyond the perimeter described in section 49109;

“(B) increase competition in multiple markets;

“(C) not reduce travel options for communities served by small hub airports and medium hub airports within the perimeter described in section 49109;

“(D) not result in meaningfully increased travel delays;

“(E) enhance options for nonstop travel to and from the beyond-perimeter airports that will be served as a result of those exemptions;

“(F) have a positive impact on the overall level of competition in the markets that will be served as a result of those exemptions; or

“(G) produce public benefits, including the likelihood that the service to airports located beyond the perimeter described in section 49109 will result in lower fares, higher capacity, and a variety of service options.

“(3) **IMPROVED NETWORK SLOTS.**—Of the slot exemptions made available under paragraph (1), the Secretary shall make 8 available to incumbent air carriers qualifying for status as a non-limited incumbent carrier at Ronald Reagan Washington National Airport as of the date of enactment of the FAA Modernization and Reform Act of 2012. Each such non-limited incumbent air carrier—

“(A) may operate up to a maximum of 2 of the newly authorized slot exemptions;

“(B) prior to exercising an exemption made available under paragraph (1), shall discontinue the use of a slot for service between Ronald Reagan Washington National Airport and a large hub airport within the perimeter as described in section 49109, and operate, in place of such service, service between Ronald Reagan Washington National Airport and an airport located beyond the perimeter described in section 49109;

“(C) shall be entitled to return of the slot by the Secretary if use of the exemption made available to the carrier under paragraph (1) is discontinued;

“(D) shall have sole discretion concerning the use of an exemption made available under paragraph (1), including the initial or any subsequent beyond perimeter destinations to be served; and

“(E) shall file a notice of intent with the Secretary and subsequent notices of intent, when appropriate, to inform the Secretary of any change in circumstances concerning the use of any exemption made available under paragraph (1).

“(4) NOTICES OF INTENT.—Notices of intent under paragraph (3)(E) shall specify the beyond perimeter destination to be served and the slots the carrier shall discontinue using to serve a large hub airport located within the perimeter.

“(5) CONDITIONS.—Beyond-perimeter flight operations carried out by an air carrier using an exemption granted under this subsection shall be subject to the following conditions:

“(A) An air carrier may not operate a multi-aisle or widebody aircraft in conducting such operations.

“(B) An air carrier granted an exemption under this subsection is prohibited from transferring the rights to its beyond-perimeter exemptions pursuant to section 41714(j).

“(h) SCHEDULING PRIORITY.—In administering this section, the Secretary shall—

“(1) afford a scheduling priority to operations conducted by new entrant air carriers and limited incumbent air carriers over operations conducted by other air carriers granted additional slot exemptions under subsection (g) for service to airports located beyond the perimeter described in section 49109;

“(2) afford a scheduling priority to slot exemptions currently held by new entrant air carriers and limited incumbent air carriers for service to airports located beyond the perimeter described in section 49109, to the extent necessary to protect viability of such service; and

“(3) consider applications from foreign air carriers that are certificated by the government of Canada if such consideration is required by the bilateral aviation agreement between the United States and Canada and so long as the conditions and limitations under this section apply to such foreign air carriers.”.

(b) HOURLY LIMITATION.—Section 41718(c)(2) is amended to read as follows:

“(2) GENERAL EXEMPTIONS.—

“(A) HOURLY LIMITATION.—The exemptions granted—

“(i) under subsections (a) and (b) and departures authorized under subsection (g)(2) may not be for operations between the hours of 10:00 p.m. and 7:00 a.m.; and

“(ii) under subsections (a), (b), and (g) may not increase the number of operations at Ronald Reagan Washington National Airport in any 1-hour period during the hours between 7:00 a.m. and 9:59 p.m. by more than 5 operations.

“(B) USE OF EXISTING SLOTS.—A non-limited incumbent air carrier utilizing an exemption authorized under subsection (g)(3) for an arrival permitted between the hours of 10:01 p.m. and 11:00 p.m. under this section shall discontinue use of an existing slot during the same time period the arrival exemption is operated.”.

(c) LIMITED INCUMBENT DEFINITION.—Section 41714(h)(5) is amended—

(1) in subparagraph (A) by striking “20” and inserting “40”;

(2) by amending subparagraph (B) to read as follows:

“(B) for purposes of such sections, the term ‘slot’ shall not include—

“(i) ‘slot exemptions’;

“(ii) slots operated by an air carrier under a fee-for-service arrangement for another air carrier, if the air carrier operating such slots does not sell flights in its own name, and is under common ownership with an air carrier that seeks to qualify as a limited incumbent and that sells flights in its own name; or

“(iii) slots held under a sale and license-back financing arrangement with another air carrier,

where the slots are under the marketing control of the other air carrier; and”.

(d) TRANSFER OF EXEMPTIONS.—Section 41714(j) is amended by striking the period at the end and inserting “, except through an air carrier merger or acquisition.”.

(e) DEFINITION OF AIRPORT PURPOSES.—Section 49104(a)(2)(A) is amended—

(1) in clause (ii) by striking “or” at the end;

(2) in clause (iii) by striking the period at the end and inserting “; or”; and

(3) by adding at the end the following:

“(iv) a business or activity not inconsistent with the needs of aviation that has been approved by the Secretary.”.

#### SEC. 415. PASSENGER AIR SERVICE IMPROVEMENTS.

(a) IN GENERAL.—Subtitle VII is amended by inserting after chapter 421 the following:

#### “CHAPTER 423—PASSENGER AIR SERVICE IMPROVEMENTS

“Sec.

“42301. Emergency contingency plans.

“42302. Consumer complaints.

“42303. Use of insecticides in passenger aircraft.

#### “§ 42301. Emergency contingency plans

“(a) SUBMISSION OF AIR CARRIER AND AIRPORT PLANS.—Not later than 90 days after the date of enactment of this section, each of the following air carriers and airport operators shall submit to the Secretary of Transportation for review and approval an emergency contingency plan in accordance with the requirements of this section:

“(1) An air carrier providing covered air transportation at a commercial airport.

“(2) An operator of a commercial airport.

“(3) An operator of an airport used by an air carrier described in paragraph (1) for diversions.

“(b) AIR CARRIER PLANS.—

“(1) PLANS FOR INDIVIDUAL AIRPORTS.—An air carrier shall submit an emergency contingency plan under subsection (a) for—

“(A) each airport at which the carrier provides covered air transportation; and

“(B) each airport at which the carrier has flights for which the carrier has primary responsibility for inventory control.

“(2) CONTENTS.—An emergency contingency plan submitted by an air carrier for an airport under subsection (a) shall contain a description of how the carrier will—

“(A) provide adequate food, potable water, restroom facilities, comfortable cabin temperatures, and access to medical treatment for passengers onboard an aircraft at the airport when the departure of a flight is delayed or the disembarkation of passengers is delayed;

“(B) share facilities and make gates available at the airport in an emergency; and

“(C) allow passengers to deplane following an excessive tarmac delay in accordance with paragraph (3).

“(3) DEPLANING FOLLOWING AN EXCESSIVE TARMAC DELAY.—For purposes of paragraph (2)(C), an emergency contingency plan submitted by an air carrier under subsection (a) shall incorporate the following requirements:

“(A) A passenger shall have the option to deplane an aircraft and return to the airport terminal when there is an excessive tarmac delay.

“(B) The option described in subparagraph (A) shall be offered to a passenger even if a flight in covered air transportation is diverted to a commercial airport other than the originally scheduled airport.

“(C) Notwithstanding the requirements described in subparagraphs (A) and (B), a passenger shall not have an option to deplane an aircraft and return to the airport terminal in the case of an excessive tarmac delay if—

“(i) an air traffic controller with authority over the aircraft advises the pilot in command that permitting a passenger to deplane would significantly disrupt airport operations; or

“(ii) the pilot in command determines that permitting a passenger to deplane would jeopardize passenger safety or security.

“(c) AIRPORT PLANS.—An emergency contingency plan submitted by an airport operator under subsection (a) shall contain a description of how the operator, to the maximum extent practicable, will—

“(1) provide for the deplanement of passengers following excessive tarmac delays;

“(2) provide for the sharing of facilities and make gates available at the airport in an emergency; and

“(3) provide a sterile area following excessive tarmac delays for passengers who have not yet cleared United States Customs and Border Protection.

“(d) UPDATES.—

“(1) AIR CARRIERS.—An air carrier shall update each emergency contingency plan submitted by the carrier under subsection (a) every 3 years and submit the update to the Secretary for review and approval.

“(2) AIRPORTS.—An airport operator shall update each emergency contingency plan submitted by the operator under subsection (a) every 5 years and submit the update to the Secretary for review and approval.

“(e) APPROVAL.—

“(1) IN GENERAL.—Not later than 60 days after the date of the receipt of an emergency contingency plan submitted under subsection (a) or an update submitted under subsection (d), the Secretary shall review and approve or, if necessary, require modifications to the plan or update to ensure that the plan or update will effectively address emergencies and provide for the health and safety of passengers.

“(2) FAILURE TO APPROVE OR REQUIRE MODIFICATIONS.—If the Secretary fails to approve or require modifications to a plan or update under paragraph (1) within the timeframe specified in that paragraph, the plan or update shall be deemed to be approved.

“(3) ADHERENCE REQUIRED.—An air carrier or airport operator shall adhere to an emergency contingency plan of the carrier or operator approved under this section.

“(f) MINIMUM STANDARDS.—The Secretary shall establish, as necessary or desirable, minimum standards for elements in an emergency contingency plan required to be submitted under this section.

“(g) PUBLIC ACCESS.—An air carrier or airport operator required to submit an emergency contingency plan under this section shall ensure public access to the plan after its approval under this section on the Internet Web site of the carrier or operator or by such other means as determined by the Secretary.

“(h) REPORTS.—Not later than 30 days after any flight experiences an excessive tarmac delay, the air carrier responsible for such flight shall submit a written description of the incident and its resolution to the Aviation Consumer Protection Division of the Department of Transportation.

“(i) DEFINITIONS.—In this section, the following definitions apply:

“(1) COMMERCIAL AIRPORT.—The term ‘commercial airport’ means a large hub, medium hub, small hub, or nonhub airport.

“(2) COVERED AIR TRANSPORTATION.—The term ‘covered air transportation’ means scheduled or public charter passenger air transportation provided by an air carrier that operates an aircraft that as originally designed has a passenger capacity of 30 or more seats.

“(3) TARMAC DELAY.—The term ‘tarmac delay’ means the period during which passengers are on board an aircraft on the tarmac—

“(A) awaiting takeoff after the aircraft doors have been closed or after passengers have been boarded if the passengers have not been advised they are free to deplane; or

“(B) awaiting deplaning after the aircraft has landed.

“(4) EXCESSIVE TARMAC DELAY.—The term ‘excessive tarmac delay’ means a tarmac delay that lasts for a length of time, as determined by the Secretary.

**§42302. Consumer complaints**

“(a) IN GENERAL.—The Secretary of Transportation shall establish a consumer complaints toll-free hotline telephone number for the use of passengers in air transportation and shall take actions to notify the public of—

“(1) that telephone number; and

“(2) the Internet Web site of the Aviation Consumer Protection Division of the Department of Transportation.

“(b) NOTICE TO PASSENGERS ON THE INTERNET.—An air carrier or foreign air carrier providing scheduled air transportation using any aircraft that as originally designed has a passenger capacity of 30 or more passenger seats shall include on the Internet Web site of the carrier—

“(1) the hotline telephone number established under subsection (a);

“(2) the e-mail address, telephone number, and mailing address of the air carrier for the submission of complaints by passengers about air travel service problems; and

“(3) the Internet Web site and mailing address of the Aviation Consumer Protection Division of the Department of Transportation for the submission of complaints by passengers about air travel service problems.

“(c) NOTICE TO PASSENGERS ON BOARDING DOCUMENTATION.—An air carrier or foreign air carrier providing scheduled air transportation using any aircraft that as originally designed has a passenger capacity of 30 or more passenger seats shall include the hotline telephone number established under subsection (a) on—

“(1) prominently displayed signs of the carrier at the airport ticket counters in the United States where the air carrier operates; and

“(2) any electronic confirmation of the purchase of a passenger ticket for air transportation issued by the air carrier.

**§42303. Use of insecticides in passenger aircraft**

“(a) INFORMATION TO BE PROVIDED ON THE INTERNET.—The Secretary of Transportation shall establish, and make available to the general public, an Internet Web site that contains a listing of countries that may require an air carrier or foreign air carrier to treat an aircraft passenger cabin with insecticides prior to a flight in foreign air transportation to that country or to apply an aerosol insecticide in an aircraft cabin used for such a flight when the cabin is occupied with passengers.

“(b) REQUIRED DISCLOSURES.—An air carrier, foreign air carrier, or ticket agent selling, in the United States, a ticket for a flight in foreign air transportation to a country listed on the Internet Web site established under subsection (a) shall refer the purchaser of the ticket to the Internet Web site established under subsection (a) for additional information.”.

“(b) PENALTIES.—Section 46301 is amended in subsections (a)(1)(A) and (c)(1)(A) by inserting “chapter 423,” after “chapter 421.”.

“(c) APPLICABILITY OF REQUIREMENTS.—Except as otherwise provided, the requirements of chapter 423 of title 49, United States Code, as added by this section, shall begin to apply 60 days after the date of enactment of this Act.

“(d) CLERICAL AMENDMENT.—The analysis for subtitle VII is amended by inserting after the item relating to chapter 421 the following:

“423. Passenger Air Service Improvements .....

**Subtitle B—Essential Air Service****SEC. 421. LIMITATION ON ESSENTIAL AIR SERVICE TO LOCATIONS THAT AVERAGE FEWER THAN 10 ENPLANEMENTS PER DAY.**

Section 41731 is amended—

(1) in subsection (a)(1) by amending subparagraph (B) to read as follows:

“(B) had an average of 10 enplanements per service day or more, as determined by the Secretary, during the most recent fiscal year beginning after September 30, 2012;”;

(2) by amending subsection (c) to read as follows:

“(c) EXCEPTION FOR LOCATIONS IN ALASKA AND HAWAII.—Subparagraphs (B), (C), and (D) of subsection (a)(1) shall not apply with respect to locations in the State of Alaska or the State of Hawaii.”;

(3) by amending subsection (d) to read as follows:

“(d) EXCEPTIONS FOR LOCATIONS MORE THAN 175 DRIVING MILES FROM THE NEAREST LARGE OR MEDIUM HUB AIRPORT.—Subsection (a)(1)(B) shall not apply with respect to locations that are more than 175 driving miles from the nearest large or medium hub airport.”; and

(4) by adding at the end the following:

“(e) WAIVERS.—For fiscal year 2013 and each fiscal year thereafter, the Secretary may waive, on an annual basis, subsection (a)(1)(B) with respect to a location if the location demonstrates to the Secretary’s satisfaction that the reason the location averages fewer than 10 enplanements per day is due to a temporary decline in enplanements.

“(f) DEFINITION.—For purposes of subsection (a)(1)(B), the term ‘enplanements’ means the number of passengers enplaning, at an eligible place, on flights operated by the subsidized essential air service carrier.”.

**SEC. 422. ESSENTIAL AIR SERVICE ELIGIBILITY.**

Section 41731(a)(1) is further amended—

(1) in subparagraph (C) by striking the period at the end and inserting “; and”; and

(2) by adding at the end the following:

“(D) is a community that, at any time during the period between September 30, 2010, and September 30, 2011, inclusive—

“(i) received essential air service for which compensation was provided to an air carrier under this subchapter; or

“(ii) received a 90-day notice of intent to terminate essential air service and the Secretary required the air carrier to continue to provide such service to the community.”.

**SEC. 423. ESSENTIAL AIR SERVICE MARKETING.**

Section 41733(c)(1) is amended—

(1) by redesignating subparagraph (E) as subparagraph (F);

(2) by striking “and” at the end of subparagraph (D); and

(3) by inserting after subparagraph (D) the following:

“(E) whether the air carrier has included a plan in its proposal to market its services to the community; and”.

**SEC. 424. NOTICE TO COMMUNITIES PRIOR TO TERMINATION OF ELIGIBILITY FOR SUBSIDIZED ESSENTIAL AIR SERVICE.**

Section 41733 is amended by adding at the end the following:

“(f) NOTICE TO COMMUNITIES PRIOR TO TERMINATION OF ELIGIBILITY.—

“(1) IN GENERAL.—The Secretary shall notify each community receiving basic essential air service for which compensation is being paid under this subchapter on or before the 45th day before issuing any final decision to end the payment of such compensation due to a determination by the Secretary that providing such service requires a rate of subsidy per passenger in excess of the subsidy cap.

“(2) PROCEDURES TO AVOID TERMINATION.—The Secretary shall establish, by order, procedures by which each community notified of an impending loss of subsidy under paragraph (1) may work directly with an air carrier to ensure that the air carrier is able to submit a proposal to the Secretary to provide essential air service to such community for an amount of compensation that would not exceed the subsidy cap.

“(3) ASSISTANCE PROVIDED.—The Secretary shall provide, by order, information to each community notified under paragraph (1) regarding—

“(A) the procedures established pursuant to paragraph (2); and

“(B) the maximum amount of compensation that could be provided under this subchapter to an air carrier serving such community that would comply with basic essential air service and the subsidy cap.”.

**SEC. 425. RESTORATION OF ELIGIBILITY TO A PLACE DETERMINED TO BE INELIGIBLE FOR SUBSIDIZED ESSENTIAL AIR SERVICE.**

Section 41733 is further amended by adding at the end the following:

“(g) PROPOSALS OF STATE AND LOCAL GOVERNMENTS TO RESTORE ELIGIBILITY.—

“(1) IN GENERAL.—If the Secretary, after the date of enactment of this subsection, ends payment of compensation to an air carrier for providing basic essential air service to an eligible place because the Secretary has determined that providing such service requires a rate of subsidy per passenger in excess of the subsidy cap or that the place is no longer an eligible place pursuant to section 41731(a)(1)(B), a State or local government may submit to the Secretary a proposal for restoring compensation for such service. Such proposal shall be a joint proposal of the State or local government and an air carrier.

“(2) DETERMINATION BY SECRETARY.—The Secretary shall issue an order restoring the eligibility of the otherwise eligible place to receive basic essential air service by an air carrier for compensation under subsection (c) if—

“(A) a State or local government submits to the Secretary a proposal under paragraph (1); and

“(B) the Secretary determines that—

“(i) the rate of subsidy per passenger under the proposal does not exceed the subsidy cap;

“(ii) the proposal is likely to result in an average number of enplanements per day that will satisfy the requirement in section 41731(a)(1)(B); and

“(iii) the proposal is consistent with the legal and regulatory requirements of the essential air service program.

“(h) SUBSIDY CAP DEFINED.—In this section, the term ‘subsidy cap’ means the subsidy-per-passenger cap established by section 332 of the Department of Transportation and Related Agencies Appropriations Act, 2000 (Public Law 106-69; 113 Stat. 1022).”.

**SEC. 426. ADJUSTMENTS TO COMPENSATION FOR SIGNIFICANTLY INCREASED COSTS.**

(a) EMERGENCY ACROSS-THE-BOARD ADJUSTMENT.—Subject to the availability of funds, the Secretary may increase the rates of compensation payable to air carriers under subchapter II of chapter 417 of title 49, United States Code, to compensate such carriers for increased aviation fuel costs without regard to any agreement or requirement relating to the renegotiation of contracts or any notice requirement under section 41734 of such title.

(b) EXPEDITED PROCESS FOR ADJUSTMENTS TO INDIVIDUAL CONTRACTS.—

(1) IN GENERAL.—Section 41734(d) is amended by striking “continue to pay” and all that follows through “compensation sufficient” and inserting “provide the carrier with compensation sufficient”.

(2) EFFECTIVE DATE.—The amendment made by paragraph (1) shall apply to compensation to air carriers for air service provided after the 30th day following the date of enactment of this Act.

(c) SUBSIDY CAP.—Subject to the availability of funds, the Secretary may waive, on a case-by-case basis, the subsidy-per-passenger cap established by section 332 of the Department of Transportation and Related Agencies Appropriations Act, 2000 (Public Law 106-69; 113 Stat. 1022). A waiver issued under this subsection shall remain in effect for a limited period of time, as determined by the Secretary.

**SEC. 427. ESSENTIAL AIR SERVICE CONTRACT GUIDELINES.**

(a) COMPENSATION GUIDELINES.—Section 41737(a)(1) is amended—

(1) by striking “and” at the end of subparagraph (B);

(2) in subparagraph (C) by striking the period at the end and inserting a semicolon; and

(3) by adding at the end the following:

“(D) include provisions under which the Secretary may encourage an air carrier to improve air service for which compensation is being paid under this subchapter by incorporating financial incentives in an essential air service contract based on specified performance goals, including goals related to improving on-time performance, reducing the number of flight cancellations, establishing reasonable fares (including joint fares beyond the hub airport), establishing convenient connections to flights providing service beyond hub airports, and increasing marketing efforts; and

“(E) include provisions under which the Secretary may execute a long-term essential air service contract to encourage an air carrier to provide air service to an eligible place if it would be in the public interest to do so.”.

(b) DEADLINE FOR ISSUANCE OF REVISED GUIDANCE.—Not later than 1 year after the date of enactment of this Act, the Secretary of Transportation shall issue revised guidelines governing the rate of compensation payable under subchapter II of chapter 417 that incorporate the amendments made by this section.

(c) UPDATE.—Not later than 2 years after the date of issuance of revised guidelines pursuant to subsection (b), the Secretary 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 an update of the extent to which the revised guidelines have been implemented and the impact, if any, such implementation has had on air carrier performance and community satisfaction with air service for which compensation is being paid under subchapter II of chapter 417.

#### SEC. 428. ESSENTIAL AIR SERVICE REFORM.

(a) AUTHORIZATION OF APPROPRIATIONS.—Section 41742(a) is amended—

(1) in paragraph (1)—

(A) by inserting “for each fiscal year” before “is authorized”; and

(B) by striking “under this subchapter for each fiscal year” and inserting “under this subchapter”; and

(2) in paragraph (2) by striking “and \$54,699,454 for the period beginning on October 1, 2011, and ending on February 17, 2012,” and inserting “, \$143,000,000 for fiscal year 2012, \$118,000,000 for fiscal year 2013, \$107,000,000 for fiscal year 2014, and \$93,000,000 for fiscal year 2015”.

(b) DISTRIBUTION OF ADDITIONAL FUNDS.—Section 41742(b) is amended to read as follows:

“(b) DISTRIBUTION OF ADDITIONAL FUNDS.—Notwithstanding any other provision of law, in any fiscal year in which funds credited to the account established under section 45303, including the funds derived from fees imposed under the authority contained in section 45301(a), exceed the \$50,000,000 made available under subsection (a)(1), such funds shall be made available immediately for obligation and expenditure to carry out the essential air service program under this subchapter.”.

(c) AVAILABILITY OF FUNDS.—Section 41742 is amended by adding at the end the following:

“(c) AVAILABILITY OF FUNDS.—The funds made available under this section shall remain available until expended.”.

#### SEC. 429. SMALL COMMUNITY AIR SERVICE.

(a) PRIORITIES.—Section 41743(c)(5) is amended—

(1) by striking “and” at the end of subparagraph (D);

(2) in subparagraph (E) by striking “fashion.” and inserting “fashion; and”; and

(3) by adding at the end the following:

“(F) multiple communities cooperate to submit a regional or multistate application to consolidate air service into one regional airport.”.

(b) EXTENSION OF AUTHORIZATION.—Section 41743(e)(2) is amended to read as follows:

“(2) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to the Secretary \$6,000,000 for each of fiscal years 2012 through 2015 to carry out this section. Such sums shall remain available until expended.”.

#### SEC. 430. REPEAL OF ESSENTIAL AIR SERVICE LOCAL PARTICIPATION PROGRAM.

Section 41747, and the item relating to section 41747 in the analysis for chapter 417, are repealed.

#### SEC. 431. EXTENSION OF FINAL ORDER ESTABLISHING MILEAGE ADJUSTMENT ELIGIBILITY.

Section 409(d) of the Vision 100—Century of Aviation Reauthorization Act (49 U.S.C. 41731 note) is amended by striking “February 17, 2012.” and inserting “September 30, 2015.”.

#### TITLE V—ENVIRONMENTAL STREAMLINING

##### SEC. 501. OVERFLIGHTS OF NATIONAL PARKS.

(a) GENERAL REQUIREMENTS.—Section 40128(a)(1)(C) is amended by inserting “or voluntary agreement under subsection (b)(7)” before “for the park”.

(b) EXEMPTION FOR NATIONAL PARKS WITH 50 OR FEWER FLIGHTS EACH YEAR.—Section 40128(a) is amended by adding at the end the following:

“(5) EXEMPTION FOR NATIONAL PARKS WITH 50 OR FEWER FLIGHTS EACH YEAR.—

“(A) IN GENERAL.—Notwithstanding paragraph (1), a national park that has 50 or fewer commercial air tour operations over the park each year shall be exempt from the requirements of this section, except as provided in subparagraph (B).

“(B) WITHDRAWAL OF EXEMPTION.—If the Director determines that an air tour management plan or voluntary agreement is necessary to protect park resources and values or park visitor use and enjoyment, the Director shall withdraw the exemption of a park under subparagraph (A).

“(C) LIST OF PARKS.—

“(i) IN GENERAL.—The Director and Administrator shall jointly publish a list each year of national parks that are covered by the exemption provided under this paragraph.

“(ii) NOTIFICATION OF WITHDRAWAL OF EXEMPTION.—The Director shall inform the Administrator, in writing, of each determination to withdraw an exemption under subparagraph (B).

“(D) ANNUAL REPORT.—A commercial air tour operator conducting commercial air tour operations over a national park that is exempt from the requirements of this section shall submit to the Administrator and the Director a report each year that includes the number of commercial air tour operations the operator conducted during the preceding 1-year period over such park.”.

(c) AIR TOUR MANAGEMENT PLANS.—Section 40128(b) is amended—

(1) in paragraph (1) by adding at the end the following:

“(C) EXCEPTION.—An application to begin commercial air tour operations at Crater Lake National Park may be denied without the establishment of an air tour management plan by the Director of the National Park Service if the Director determines that such operations would adversely affect park resources or visitor experiences.”; and

(2) by adding at the end the following:

“(7) VOLUNTARY AGREEMENTS.—

“(A) IN GENERAL.—As an alternative to an air tour management plan, the Director and the Administrator may enter into a voluntary agreement with a commercial air tour operator (including a new entrant commercial air tour operator and an operator that has interim operating authority) that has applied to conduct commercial air tour operations over a national park to manage commercial air tour operations over such national park.

“(B) PARK PROTECTION.—A voluntary agreement under this paragraph with respect to com-

mercial air tour operations over a national park shall address the management issues necessary to protect the resources of such park and visitor use of such park without compromising aviation safety or the air traffic control system and may—

“(i) include provisions such as those described in subparagraphs (B) through (E) of paragraph (3);

“(ii) include provisions to ensure the stability of, and compliance with, the voluntary agreement; and

“(iii) provide for fees for such operations.

“(C) PUBLIC REVIEW.—The Director and the Administrator shall provide an opportunity for public review of a proposed voluntary agreement under this paragraph and shall consult with any Indian tribe whose tribal lands are, or may be, flown over by a commercial air tour operator under a voluntary agreement under this paragraph. After such opportunity for public review and consultation, the voluntary agreement may be implemented without further administrative or environmental process beyond that described in this subsection.

“(D) TERMINATION.—

“(i) IN GENERAL.—A voluntary agreement under this paragraph may be terminated at any time at the discretion of—

“(I) the Director, if the Director determines that the agreement is not adequately protecting park resources or visitor experiences; or

“(II) the Administrator, if the Administrator determines that the agreement is adversely affecting aviation safety or the national aviation system.

“(ii) EFFECT OF TERMINATION.—If a voluntary agreement with respect to a national park is terminated under this subparagraph, the operators shall conform to the requirements for interim operating authority under subsection (c) until an air tour management plan for the park is in effect.”.

(d) INTERIM OPERATING AUTHORITY.—Section 40128(c) is amended—

(1) by striking paragraph (2)(I) and inserting the following:

“(I) may allow for modifications of the interim operating authority without further environmental review beyond that described in this subsection, if—

“(i) adequate information regarding the existing and proposed operations of the operator under the interim operating authority is provided to the Administrator and the Director;

“(ii) the Administrator determines that there would be no adverse impact on aviation safety or the air traffic control system; and

“(iii) the Director agrees with the modification, based on the professional expertise of the Director regarding the protection of the resources, values, and visitor use and enjoyment of the park.”; and

(2) in paragraph (3)(A) by striking “if the Administrator determines” and all that follows through the period at the end and inserting “without further environmental process beyond that described in this paragraph, if—

“(i) adequate information on the proposed operations of the operator is provided to the Administrator and the Director by the operator making the request;

“(ii) the Administrator agrees that there would be no adverse impact on aviation safety or the air traffic control system; and

“(iii) the Director agrees, based on the Director’s professional expertise regarding the protection of park resources and values and visitor use and enjoyment.”.

(e) OPERATOR REPORTS.—Section 40128 is amended—

(1) by redesignating subsections (d), (e), and (f) as subsections (e), (f), and (g), respectively;

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

“(d) COMMERCIAL AIR TOUR OPERATOR REPORTS.—

“(1) REPORT.—Each commercial air tour operator conducting a commercial air tour operation over a national park under interim operating authority granted under subsection (c) or in accordance with an air tour management plan or voluntary agreement under subsection (b) shall submit to the Administrator and the Director a report regarding the number of commercial air tour operations over each national park that are conducted by the operator and such other information as the Administrator and Director may request in order to facilitate administering the provisions of this section.

“(2) REPORT SUBMISSION.—Not later than 90 days after the date of enactment of the FAA Modernization and Reform Act of 2012, the Administrator and the Director shall jointly issue an initial request for reports under this subsection. The reports shall be submitted to the Administrator and the Director with a frequency and in a format prescribed by the Administrator and the Director.”.

#### SEC. 502. STATE BLOCK GRANT PROGRAM.

(a) GENERAL REQUIREMENTS.—Section 47128(a) is amended—

(1) in the first sentence by striking “prescribe regulations” and inserting “issue guidance”; and

(2) in the second sentence by striking “regulations” and inserting “guidance”.

(b) APPLICATIONS AND SELECTION.—Section 47128(b)(4) is amended by inserting before the semicolon the following: “, including the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.), State and local environmental policy acts, Executive orders, agency regulations and guidance, and other Federal environmental requirements”.

(c) ENVIRONMENTAL ANALYSIS AND COORDINATION REQUIREMENTS.—Section 47128 is amended by adding at the end the following:

“(d) ENVIRONMENTAL ANALYSIS AND COORDINATION REQUIREMENTS.—A Federal agency, other than the Federal Aviation Administration, that is responsible for issuing an approval, license, or permit to ensure compliance with a Federal environmental requirement applicable to a project or activity to be carried out by a State using amounts from a block grant made under this section shall—

“(1) coordinate and consult with the State;

“(2) use the environmental analysis prepared by the State for the project or activity if such analysis is adequate; and

“(3) as necessary, consult with the State to describe the supplemental analysis the State must provide to meet applicable Federal requirements.”.

#### SEC. 503. AIRPORT FUNDING OF SPECIAL STUDIES OR REVIEWS.

Section 47173(a) is amended by striking “services of consultants in order to” and all that follows through the period at the end and inserting “services of consultants—

“(1) to facilitate the timely processing, review, and completion of environmental activities associated with an airport development project;

“(2) to conduct special environmental studies related to an airport project funded with Federal funds;

“(3) to conduct special studies or reviews to support approved noise compatibility measures described in part 150 of title 14, Code of Federal Regulations;

“(4) to conduct special studies or reviews to support environmental mitigation in a record of decision or finding of no significant impact by the Federal Aviation Administration; and

“(5) to facilitate the timely processing, review, and completion of environmental activities associated with new or amended flight procedures, including performance-based navigation procedures, such as required navigation performance procedures and area navigation procedures.”.

#### SEC. 504. GRANT ELIGIBILITY FOR ASSESSMENT OF FLIGHT PROCEDURES.

Section 47504 is amended by adding at the end the following:

#### “(e) GRANTS FOR ASSESSMENT OF FLIGHT PROCEDURES.—

“(1) IN GENERAL.—In accordance with subsection (c)(1), the Secretary may make a grant to an airport operator to assist in completing environmental review and assessment activities for proposals to implement flight procedures at such airport that have been approved as part of an airport noise compatibility program under subsection (b).

“(2) ADDITIONAL STAFF.—The Administrator may accept funds from an airport operator, including funds provided to the operator under paragraph (1), to hire additional staff or obtain the services of consultants in order to facilitate the timely processing, review, and completion of environmental activities associated with proposals to implement flight procedures at such airport that have been approved as part of an airport noise compatibility program under subsection (b).

#### “(3) RECEIPTS CREDITED AS OFFSETTING COLLECTIONS.—Notwithstanding section 3302 of title 31, any funds accepted under this section—

“(A) shall be credited as offsetting collections to the account that finances the activities and services for which the funds are accepted;

“(B) shall be available for expenditure only to pay the costs of activities and services for which the funds are accepted; and

“(C) shall remain available until expended.”.

#### SEC. 505. DETERMINATION OF FAIR MARKET VALUE OF RESIDENTIAL PROPERTIES.

Section 47504 (as amended by this Act) is further amended by adding at the end the following:

“(f) DETERMINATION OF FAIR MARKET VALUE OF RESIDENTIAL PROPERTIES.—In approving a project to acquire residential real property using financial assistance made available under this section or chapter 471, the Secretary shall ensure that the appraisal of the property to be acquired disregards any decrease or increase in the fair market value of the real property caused by the project for which the property is to be acquired, or by the likelihood that the property would be acquired for the project, other than that due to physical deterioration within the reasonable control of the owner.”.

#### SEC. 506. PROHIBITION ON OPERATING CERTAIN AIRCRAFT WEIGHING 75,000 POUNDS OR LESS NOT COMPLYING WITH STAGE 3 NOISE LEVELS.

(a) IN GENERAL.—Subchapter II of chapter 475 is amended by adding at the end the following:

#### “§ 47534. Prohibition on operating certain aircraft weighing 75,000 pounds or less not complying with stage 3 noise levels

“(a) PROHIBITION.—Except as otherwise provided by this section, after December 31, 2015, a person may not operate a civil subsonic jet airplane with a maximum weight of 75,000 pounds or less, and for which an airworthiness certificate (other than an experimental certificate) has been issued, to or from an airport in the United States unless the Secretary of Transportation finds that the aircraft complies with stage 3 noise levels.

“(b) AIRCRAFT OPERATIONS OUTSIDE 48 CONTIGUOUS STATES.—Subsection (a) shall not apply to aircraft operated only outside the 48 contiguous States.

“(c) TEMPORARY OPERATIONS.—The Secretary may allow temporary operation of an aircraft otherwise prohibited from operation under subsection (a) to or from an airport in the contiguous United States by granting a special flight authorization for one or more of the following circumstances:

“(1) To sell, lease, or use the aircraft outside the 48 contiguous States.

“(2) To scrap the aircraft.

“(3) To obtain modifications to the aircraft to meet stage 3 noise levels.

“(4) To perform scheduled heavy maintenance or significant modifications on the aircraft at a

maintenance facility located in the contiguous 48 States.

“(5) To deliver the aircraft to an operator leasing the aircraft from the owner or return the aircraft to the lessor.

“(6) To prepare, park, or store the aircraft in anticipation of any of the activities described in paragraphs (1) through (5).

“(7) To provide transport of persons and goods in the relief of an emergency situation.

“(8) To divert the aircraft to an alternative airport in the 48 contiguous States on account of weather, mechanical, fuel, air traffic control, or other safety reasons while conducting a flight in order to perform any of the activities described in paragraphs (1) through (7).

“(d) REGULATIONS.—The Secretary may prescribe such regulations or other guidance as may be necessary for the implementation of this section.

#### “(e) STATUTORY CONSTRUCTION.—

“(1) AIP GRANT ASSURANCES.—Noncompliance with subsection (a) shall not be construed as a violation of section 47107 or any regulations prescribed thereunder.

“(2) PENDING APPLICATIONS.—Nothing in this section may be construed as interfering with, nullifying, or otherwise affecting determinations made by the Federal Aviation Administration, or to be made by the Administration, with respect to applications under part 161 of title 14, Code of Federal Regulations, that were pending on the date of enactment of this section.”.

#### “(b) CONFORMING AMENDMENTS.—

(1) PENALTIES.—Section 47531 is amended—

(A) in the section heading by striking “for

violating sections 47528–47530”; and

(B) by striking “47529, or 47530” and inserting “47529, 47530, or 47534”.

(2) JUDICIAL REVIEW.—Section 47532 is amended by inserting “or 47534” after “47528–47531”.

(3) ANALYSIS.—The analysis for subchapter II of chapter 475 is amended—

(A) by striking the item relating to section 47531 and inserting the following:

“47531. Penalties.”; and

(B) by adding at the end the following:

“47534. Prohibition on operating certain aircraft weighing 75,000 pounds or less not complying with stage 3 noise levels.”.

#### SEC. 507. AIRCRAFT DEPARTURE QUEUE MANAGEMENT PILOT PROGRAM.

(a) IN GENERAL.—The Secretary of Transportation shall carry out a pilot program at not more than 5 public-use airports under which the Federal Aviation Administration shall use funds made available under section 48101(a) to test air traffic flow management tools, methodologies, and procedures that will allow air traffic controllers of the Administration to better manage the flow of aircraft on the ground and reduce the length of ground holds and idling time for aircraft.

(b) SELECTION CRITERIA.—In selecting from among airports at which to conduct the pilot program, the Secretary shall give priority consideration to airports at which improvements in ground control efficiencies are likely to achieve the greatest fuel savings or air quality or other environmental benefits, as measured by the amount of reduced fuel, reduced emissions, or other environmental benefits per dollar of funds expended under the pilot program.

(c) MAXIMUM AMOUNT.—Not more than a total of \$2,500,000 may be expended under the pilot program at any single public-use airport.

#### SEC. 508. HIGH PERFORMANCE, SUSTAINABLE, AND COST-EFFECTIVE AIR TRAFFIC CONTROL FACILITIES.

The Administrator of the Federal Aviation Administration may implement, to the extent practicable, sustainable practices for the incorporation of energy-efficient design, equipment, systems, and other measures in the construction and major renovation of air traffic control facilities of the Administration in order to reduce

energy consumption at, improve the environmental performance of, and reduce the cost of maintenance for such facilities.

**SEC. 509. SENSE OF CONGRESS.**

It is the sense of Congress that—

(1) the European Union directive extending the European Union's emissions trading proposal to international civil aviation without working through the International Civil Aviation Organization (in this section referred to as the "ICAO") in a consensus-based fashion is inconsistent with the Convention on International Civil Aviation, completed in Chicago on December 7, 1944 (TIAS 1591; commonly known as the "Chicago Convention"), and other relevant air services agreements and antithetical to building international cooperation to address effectively the problem of greenhouse gas emissions by aircraft engaged in international civil aviation;

(2) the European Union and its member states should instead work with other contracting states of ICAO to develop a consensual approach to addressing aircraft greenhouse gas emissions through ICAO; and

(3) officials of the United States Government, and particularly the Secretary of Transportation and the Administrator of the Federal Aviation Administration, should use all political, diplomatic, and legal tools at the disposal of the United States to ensure that the European Union's emissions trading scheme is not applied to aircraft registered by the United States or the operators of those aircraft, including the mandates that United States carriers provide emissions data to and purchase emissions allowances from or surrender emissions allowances to the European Union Member States.

**SEC. 510. AVIATION NOISE COMPLAINTS.**

Not later than 90 days after the date of enactment of this Act, each owner or operator of a large hub airport (as defined in section 40102(a) of title 49, United States Code) shall publish on an Internet Web site of the airport a telephone number to receive aviation noise complaints related to the airport.

**SEC. 511. PILOT PROGRAM FOR ZERO-EMISSION AIRPORT VEHICLES.**

(a) **IN GENERAL.**—Chapter 471 is amended by inserting after section 47136 the following:

**“§47136a. Zero-emission airport vehicles and infrastructure**

“(a) **IN GENERAL.**—The Secretary of Transportation may establish a pilot program under which the sponsor of a public-use airport may use funds made available under section 47117 or section 48103 for use at such airport to carry out activities associated with the acquisition and operation of zero-emission vehicles (as defined in section 88.102-94 of title 40, Code of Federal Regulations), including the construction or modification of infrastructure to facilitate the delivery of fuel and services necessary for the use of such vehicles.

“(b) **LOCATION IN AIR QUALITY NONATTAINMENT AREAS.**—

“(1) **IN GENERAL.**—A public-use airport may be eligible for participation in the program only if the airport is located in a nonattainment area (as defined in section 171 of the Clean Air Act (42 U.S.C. 7501)).

“(2) **SHORTAGE OF APPLICANTS.**—If the Secretary receives an insufficient number of applications from public-use airports located in such areas, the Secretary may permit public-use airports that are not located in such areas to participate in the program.

“(c) **SELECTION CRITERIA.**—In selecting from among applicants for participation in the program, the Secretary shall give priority consideration to applicants that will achieve the greatest air quality benefits measured by the amount of emissions reduced per dollar of funds expended under the program.

“(d) **FEDERAL SHARE.**—Notwithstanding any other provision of this subchapter, the Federal share of the costs of a project carried out under the program shall be 50 percent.

“(e) **TECHNICAL ASSISTANCE.**—

“(1) **IN GENERAL.**—The sponsor of a public-use airport carrying out activities funded under the program may not use more than 10 percent of the amounts made available under the program in any fiscal year for technical assistance in carrying out such activities.

“(2) **USE OF UNIVERSITY TRANSPORTATION CENTER.**—Participants in the program may use a university transportation center receiving grants under section 5506 in the region of the airport to receive the technical assistance described in paragraph (1).

“(f) **MATERIALS IDENTIFYING BEST PRACTICES.**—The Secretary may develop and make available materials identifying best practices for carrying out activities funded under the program based on projects carried out under section 47136 and other sources.”.

“(b) **REPORT ON EFFECTIVENESS OF PROGRAM.**—Not later than 18 months after the date of enactment of this Act, the Secretary of Transportation shall submit to the Committee on Science, Space, and Technology and the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing—

(1) an evaluation of the effectiveness of the program established by section 47136a of title 49, United States Code (as added by this section);

(2) the performance measures used to measure such effectiveness, such as the goals for the projects implemented and the amount of emissions reduction achieved through these projects;

(3) an assessment of the sufficiency of the data collected during the program to make a decision on whether or not to implement the program;

(4) an identification of all public-use airports that expressed an interest in participating in the program; and

(5) a description of the mechanisms used by the Secretary to ensure that the information and expertise gained by participants in the program is transferred among the participants and to other interested parties, including other public-use airports.

(c) **CONFORMING AMENDMENT.**—The analysis for such chapter is amended by inserting after the item relating to section 47136 the following:

“47136a. Zero-emission airport vehicles and infrastructure.”.

(d) **TECHNICAL AMENDMENT.**—Section 47136(f)(2) is amended—

(1) in the paragraph heading by striking “ELIGIBLE CONSORTIUM” and inserting “UNIVERSITY TRANSPORTATION CENTER”; and

(2) by striking “an eligible consortium” and inserting “a university transportation center”.

**SEC. 512. INCREASING THE ENERGY EFFICIENCY OF AIRPORT POWER SOURCES.**

(a) **IN GENERAL.**—Chapter 471 is amended by inserting after section 47140 the following:

**“§47140a. Increasing the energy efficiency of airport power sources**

“(a) **IN GENERAL.**—The Secretary of Transportation shall establish a program under which the Secretary shall encourage the sponsor of each public-use airport to assess the airport's energy requirements, including heating and cooling, base load, back-up power, and power for on-road airport vehicles and ground support equipment, in order to identify opportunities to increase energy efficiency at the airport.

“(b) **GRANTS.**—

“(1) **IN GENERAL.**—The Secretary may make grants from amounts made available under section 48103 to assist airport sponsors that have completed the assessment described in subsection (a) to acquire or construct equipment, including hydrogen equipment and related infrastructure, that will increase energy efficiency at the airport.

“(2) **APPLICATION.**—To be eligible for a grant under paragraph (1), the sponsor of a public-use airport shall submit an application to the Sec-

retary at such time, in such manner, and containing such information as the Secretary may require.”.

(b) **CONFORMING AMENDMENT.**—The analysis for such chapter is amended by inserting after the item relating to section 47140 the following:

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

**TITLE VI—FAA EMPLOYEES AND ORGANIZATION**

**SEC. 601. FEDERAL AVIATION ADMINISTRATION PERSONNEL MANAGEMENT SYSTEM.**

Section 40122(a) is amended—

(1) by redesignating paragraphs (3) and (4) as paragraphs (4) and (5), respectively; and

(2) by striking paragraph (2) and inserting the following:

“(2) **DISPUTE RESOLUTION.**—

“(A) **MEDIATION.**—If the Administrator does not reach an agreement under paragraph (1) or the provisions referred to in subsection (g)(2)(C) with the exclusive bargaining representative of the employees, the Administrator and the bargaining representative—

“(i) shall use the services of the Federal Mediation and Conciliation Service to attempt to reach such agreement in accordance with part 1425 of title 29, Code of Federal Regulations (as in effect on the date of enactment of the FAA Modernization and Reform Act of 2012); or

“(ii) may by mutual agreement adopt alternative procedures for the resolution of disputes or impasses arising in the negotiation of the collective-bargaining agreement.

“(B) **MID-TERM BARGAINING.**—If the services of the Federal Mediation and Conciliation Service under subparagraph (A)(i) do not lead to the resolution of issues in controversy arising from the negotiation of a mid-term collective-bargaining agreement, the Federal Service Impasses Panel shall assist the parties in resolving the impasse in accordance with section 7119 of title 5.

“(C) **BINDING ARBITRATION FOR TERM BARGAINING.**—

“(i) **ASSISTANCE FROM FEDERAL SERVICE IMPASSES PANEL.**—If the services of the Federal Mediation and Conciliation Service under subparagraph (A)(i) do not lead to the resolution of issues in controversy arising from the negotiation of a term collective-bargaining agreement, the Administrator and the exclusive bargaining representative of the employees (in this subparagraph referred to as the ‘parties’) shall submit their issues in controversy to the Federal Service Impasses Panel. The Panel shall assist the parties in resolving the impasse by asserting jurisdiction and ordering binding arbitration by a private arbitration board consisting of 3 members.

“(ii) **APPOINTMENT OF ARBITRATION BOARD.**—The Executive Director of the Panel shall provide for the appointment of the 3 members of a private arbitration board under clause (i) by requesting the Director of the Federal Mediation and Conciliation Service to prepare a list of not less than 15 names of arbitrators with Federal sector experience and by providing the list to the parties. Not later than 10 days after receiving the list, the parties shall each select one person from the list. The 2 arbitrators selected by the parties shall then select a third person from the list not later than 7 days after being selected. If either of the parties fails to select a person or if the 2 arbitrators are unable to agree on the third person in 7 days, the parties shall make the selection by alternately striking names on the list until one arbitrator remains.

“(iii) **FRAMING ISSUES IN CONTROVERSY.**—If the parties do not agree on the framing of the issues to be submitted for arbitration, the arbitration board shall frame the issues.

“(iv) **HEARINGS.**—The arbitration board shall give the parties a full and fair hearing, including an opportunity to present evidence in support of their claims and an opportunity to present their case in person, by counsel, or by other representative as they may elect.

“(v) DECISIONS.—The arbitration board shall render its decision within 90 days after the date of its appointment. Decisions of the arbitration board shall be conclusive and binding upon the parties.

“(vi) MATTERS FOR CONSIDERATION.—The arbitration board shall take into consideration such factors as—

“(I) the effect of its arbitration decisions on the Federal Aviation Administration's ability to attract and retain a qualified workforce;

“(II) the effect of its arbitration decisions on the Federal Aviation Administration's budget; and

“(III) any other factors whose consideration would assist the board in fashioning a fair and equitable award.

“(vii) COSTS.—The parties shall share costs of the arbitration equally.

“(3) RATIFICATION OF AGREEMENTS.—Upon reaching a voluntary agreement or at the conclusion of the binding arbitration under paragraph (2)(C), the final agreement, except for those matters decided by an arbitration board, shall be subject to ratification by the exclusive bargaining representative of the employees, if so requested by the bargaining representative, and the final agreement shall be subject to approval by the head of the agency in accordance with the provisions referred to in subsection (g)(2)(C).”.

#### SEC. 602. PRESIDENTIAL RANK AWARD PROGRAM.

Section 40122(g)(2) is amended—

(1) in subparagraph (G) by striking “and” after the semicolon;

(2) in subparagraph (H) by striking “Board.” and inserting “Board; and”; and

(3) by adding at the end the following:

“(I) subsections (b), (c), and (d) of section 4507 (relating to Meritorious Executive or Distinguished Executive rank awards) and subsections (b) and (c) of section 4507a (relating to Meritorious Senior Professional or Distinguished Senior Professional rank awards), except that—

“(i) for purposes of applying such provisions to the personnel management system—

“(I) the term ‘agency’ means the Department of Transportation;

“(II) the term ‘senior executive’ means a Federal Aviation Administration executive;

“(III) the term ‘career appointee’ means a Federal Aviation Administration career executive; and

“(IV) the term ‘senior career employee’ means a Federal Aviation Administration career senior professional;

“(ii) receipt by a career appointee or a senior career employee of the rank of Meritorious Executive or Meritorious Senior Professional entitles the individual to a lump-sum payment of an amount equal to 20 percent of annual basic pay, which shall be in addition to the basic pay paid under the Federal Aviation Administration Executive Compensation Plan; and

“(iii) receipt by a career appointee or a senior career employee of the rank of Distinguished Executive or Distinguished Senior Professional entitles the individual to a lump-sum payment of an amount equal to 35 percent of annual basic pay, which shall be in addition to the basic pay paid under the Federal Aviation Administration Executive Compensation Plan.”.

#### SEC. 603. COLLEGIATE TRAINING INITIATIVE STUDY.

(a) STUDY.—The Comptroller General of the United States shall conduct a study on training options for graduates of the Collegiate Training Initiative program (in this section referred to as “CTI” programs) conducted under section 44506(c) of title 49, United States Code.

(b) CONTENTS.—The study shall analyze the impact of providing as an alternative to the current training provided at the Mike Monroney Aeronautical Center of the Federal Aviation Administration a new air traffic controller orientation session at such Center for graduates of CTI

programs followed by on-the-job training for such new air traffic controllers who are graduates of CTI programs and shall include an analysis of—

(1) the cost effectiveness of such an alternative training approach; and

(2) the effect that such an alternative training approach would have on the overall quality of training received by graduates of CTI programs.

(c) REPORT.—Not later than 180 days 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.

#### SEC. 604. FRONTLINE MANAGER STAFFING.

(a) STUDY.—Not later than 45 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall commission an independent study on frontline manager staffing requirements in air traffic control facilities.

(b) CONSIDERATIONS.—In conducting the study, the Administrator may take into consideration—

(1) the managerial tasks expected to be performed by frontline managers, including employee development, management, and counseling;

(2) the number of supervisory positions of operation requiring watch coverage in each air traffic control facility;

(3) coverage requirements in relation to traffic demand;

(4) facility type;

(5) complexity of traffic and managerial responsibilities;

(6) proficiency and training requirements; and

(7) such other factors as the Administrator considers appropriate.

(c) PARTICIPATION.—The Administrator shall ensure the participation of frontline managers who currently work in safety-related operational areas of the Administration.

(d) DETERMINATIONS.—The Administrator shall transmit any determinations made as a result of the study to the heads of the appropriate lines of business within the Administration, including the Chief Operating Officer of the Air Traffic Organization.

(e) REPORT.—Not later than 9 months after the date of enactment of this Act, the Administrator 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 on the results of the study and a description of any determinations submitted to the Chief Operating Officer under subsection (d).

(f) DEFINITION.—In this section, the term “frontline manager” means first-level, operational supervisors and managers who work in safety-related operational areas of the Administration.

#### SEC. 605. FAA TECHNICAL TRAINING AND STAFFING.

(a) STUDY.—

(1) IN GENERAL.—The Administrator of the Federal Aviation Administration shall conduct a study to assess the adequacy of the Administrator's technical training strategy and improvement plan for airway transportation systems specialists (in this section referred to as “FAA systems specialists”).

(2) CONTENTS.—The study shall include—

(A) a review of the current technical training strategy and improvement plan for FAA systems specialists;

(B) recommendations to improve the technical training strategy and improvement plan needed by FAA systems specialists to be proficient in the maintenance of the latest technologies;

(C) a description of actions that the Administration has undertaken to ensure that FAA systems specialists receive up-to-date training on the latest technologies; and

(D) a recommendation regarding the most cost-effective approach to provide training to FAA systems specialists.

(3) 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.

#### (b) WORKLOAD OF SYSTEMS SPECIALISTS.—

(1) STUDY BY NATIONAL ACADEMY OF SCIENCES.—Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall make appropriate arrangements for the National Academy of Sciences to conduct a study of the assumptions and methods used by the Federal Aviation Administration to estimate staffing needs for FAA systems specialists to ensure proper maintenance and certification of the national airspace system.

(2) CONSULTATION.—In conducting the study, the National Academy of Sciences shall—

(A) consult with the exclusive bargaining representative certified under section 7111 of title 5, United States Code; and

(B) include recommendations for objective staffing standards that maintain the safety of the national airspace system.

(3) REPORT.—Not later than 1 year after the initiation of the arrangements under paragraph (1), the National Academy of Sciences shall submit to Congress a report on the results of the study.

#### SEC. 606. SAFETY CRITICAL STAFFING.

(a) IN GENERAL.—Not later than October 1, 2012, the Administrator of the Federal Aviation Administration shall implement, in as cost-effective a manner as possible, the staffing model for aviation safety inspectors developed pursuant to the National Academy of Sciences study entitled “Staffing Standards for Aviation Safety Inspectors”. In doing so, the Administrator shall consult with interested persons, including the exclusive bargaining representative for aviation safety inspectors certified under section 7111 of title 5, United States Code.

(b) REPORT.—Not later than January 1 of each year beginning after September 30, 2012, 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, the staffing model described in subsection (a).

#### SEC. 607. AIR TRAFFIC CONTROL SPECIALIST QUALIFICATION TRAINING.

Section 44506 is amended—

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

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

“(d) AIR TRAFFIC CONTROL SPECIALIST QUALIFICATION TRAINING.—

“(1) APPOINTMENT OF AIR TRAFFIC CONTROL SPECIALISTS.—The Administrator is authorized to appoint a qualified air traffic control specialist candidate for placement in an airport traffic control facility if the candidate has—

“(A) received a control tower operator certification (referred to in this subsection as a ‘CTO’ certificate); and

“(B) satisfied all other applicable qualification requirements for an air traffic control specialist position, including successful completion of orientation training at the Federal Aviation Administration Academy.

“(2) COMPENSATION AND BENEFITS.—An individual appointed under paragraph (1) shall receive the same compensation and benefits, and be treated in the same manner as, any other individual appointed as a developmental air traffic controller.

“(3) REPORT.—Not later than 2 years after the date of enactment of the FAA Modernization and Reform Act of 2012, the Administrator shall

submit to Congress a report that evaluates the effectiveness of the air traffic control specialist qualification training provided pursuant to this section, including the graduation rates of candidates who received a CTO certificate and are working in airport traffic control facilities.

**(4) ADDITIONAL APPOINTMENTS.**—If the Administrator determines that air traffic control specialists appointed pursuant to this subsection are more successful in carrying out the duties of an air traffic controller than air traffic control specialists hired from the general public without any such certification, the Administrator shall increase, to the maximum extent practicable, the number of appointments of candidates who possess such certification.

**(5) REIMBURSEMENT FOR TRAVEL EXPENSES ASSOCIATED WITH CERTIFICATIONS.**—

**(A) IN GENERAL.**—Subject to subparagraph (B), the Administrator may accept reimbursement from an educational entity that provides training to an air traffic control specialist candidate to cover reasonable travel expenses of the Administrator associated with issuing certifications to such candidates.

**(B) TREATMENT OF REIMBURSEMENTS.**—Notwithstanding section 3302 of title 31, any reimbursement authorized to be collected under subparagraph (A) shall—

“(i) be credited as offsetting collections to the account that finances the activities and services for which the reimbursement is accepted;

“(ii) be available for expenditure only to pay the costs of activities and services for which the reimbursement is accepted, including all costs associated with collecting such reimbursement; and

“(iii) remain available until expended.”.

#### SEC. 608. FAA AIR TRAFFIC CONTROLLER STAFFING.

**(a) STUDY BY NATIONAL ACADEMY OF SCIENCES.**—Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall enter into appropriate arrangements with the National Academy of Sciences to conduct a study of the air traffic controller standards used by the Federal Aviation Administration (in this section referred to as the “FAA”) to estimate staffing needs for FAA air traffic controllers to ensure the safe operation of the national airspace system in the most cost effective manner.

**(b) CONSULTATION.**—In conducting the study, the National Academy of Sciences shall consult with the exclusive bargaining representative of employees of the FAA certified under section 7111 of title 5, United States Code, and other interested parties, including Government and industry representatives.

**(c) CONTENTS.**—The study shall include—

(1) an examination of representative information on productivity, human factors, traffic activity, and improved technology and equipment used in air traffic control;

(2) an examination of recent National Academy of Sciences reviews of the complexity model performed by MITRE Corporation that support the staffing standards models for the en route air traffic control environment; and

(3) consideration of the Administration’s current and estimated budgets and the most cost-effective staffing model to best leverage available funding.

**(d) REPORT.**—Not later than 2 years after the date of enactment of this Act, the National Academy of Sciences 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.

#### SEC. 609. AIR TRAFFIC CONTROLLER TRAINING AND SCHEDULING.

**(a) TRAINING STRATEGY AND IMPROVEMENT PLAN.**—The Administrator of the Federal Aviation Administration shall conduct a study to assess the adequacy of training programs for air traffic controllers, including the Administrator’s

technical training strategy and improvement plan for air traffic controllers.

**(1) CONTENTS.**—The study shall include—

(A) a review of the current training system for air traffic controllers, including the technical training strategy and improvement plan;

(B) an analysis of the competencies required of air traffic controllers for successful performance in the current and future projected air traffic control environment;

(C) an analysis of the competencies projected to be required of air traffic controllers as the Federal Aviation Administration transitions to the Next Generation Air Transportation System;

(D) an analysis of various training approaches available to satisfy the air traffic controller competencies identified under subparagraphs (B) and (C);

(E) recommendations to improve the current training system for air traffic controllers, including the technical training strategy and improvement plan; and

(F) the most cost-effective approach to provide training to air traffic controllers.

**(2) REPORT.**—Not later than 270 days 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.

**(b) FACILITY TRAINING PROGRAM.**—Not later than 1 year after the date of enactment of this Act, the Administrator shall conduct a comprehensive review and evaluation of its Academy and facility training efforts. The Administrator shall—

(1) clarify responsibility for oversight and direction of the Academy’s facility training program at the national level;

(2) communicate information concerning that responsibility to facility managers; and

(3) establish standards to identify the number of developmental air traffic controllers that can be accommodated at each facility, based on—

(A) the number of available on-the-job training instructors;

(B) available classroom space;

(C) the number of available simulators;

(D) training requirements; and

(E) the number of recently placed new personnel already in training.

**(c) AIR TRAFFIC CONTROLLER SCHEDULING.**—Not later than 60 days after the date of enactment of this Act, the Inspector General of the Department of Transportation shall conduct an assessment of the Federal Aviation Administration’s air traffic controller scheduling practices.

**(1) CONTENTS.**—The assessment shall include, at a minimum—

(A) an analysis of how air traffic controller schedules are determined;

(B) an evaluation of how safety is taken into consideration when schedules are being developed and adopted;

(C) an evaluation of scheduling practices that are cost effective to the Government;

(D) an examination of how scheduling practices impact air traffic controller performance; and

(E) any recommendations the Inspector General may have related to air traffic controller scheduling practices.

**(2) REPORT.**—Not later than 120 days after the date of enactment of this Act, 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 assessment conducted under this subsection.

#### SEC. 610. FAA FACILITY CONDITIONS.

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

(1) the conditions of a sampling of Federal Aviation Administration facilities across the

United States, including offices, towers, centers, and terminal radar air control;

(2) reports from employees of the Administration relating to respiratory ailments and other health conditions resulting from exposure to mold, asbestos, poor air quality, radiation, and facility-related hazards in facilities of the Administration;

(3) conditions of such facilities that could interfere with such employees’ ability to effectively and safely perform their duties;

(4) the ability of managers and supervisors of such employees to promptly document and seek remediation for unsafe facility conditions;

(5) whether employees of the Administration who report facility-related illnesses are treated appropriately;

(6) utilization of scientifically approved remediation techniques to mitigate hazardous conditions in accordance with applicable State and local regulations and Occupational Safety and Health Administration practices by the Administration; and

(7) resources allocated to facility maintenance and renovation by the Administration.

**(b) FACILITY CONDITION INDICES.**—The Comptroller General shall review the facility condition indices of the Administration for inclusion in the recommendations under subsection (c).

**(c) RECOMMENDATIONS.**—Based on the results of the study and review of facility condition indices under subsection (a), the Comptroller General shall make such recommendations as the Comptroller General considers necessary—

(1) to prioritize those facilities needing the most immediate attention based on risks to employee health and safety;

(2) to ensure that the Administration is using scientifically approved remediation techniques in all facilities; and

(3) to assist the Administration in making programmatic changes so that aging facilities do not deteriorate to unsafe levels.

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

#### SEC. 611. TECHNICAL CORRECTION.

Section 40122(g)(3) is amended by adding at the end the following: “Notwithstanding any other provision of law, retroactive to April 1, 1996, the Board shall have the same remedial authority over such employee appeals that it had as of March 31, 1996.”.

### TITLE VII—AVIATION INSURANCE

#### SEC. 701. GENERAL AUTHORITY.

Section 44302(f)(1) is amended by striking “shall extend through” and all that follows through “the termination date” and inserting “shall extend through September 30, 2013, and may extend through December 31, 2013, the termination date”.

#### SEC. 702. EXTENSION OF AUTHORITY TO LIMIT THIRD-PARTY LIABILITY OF AIR CARRIERS ARISING OUT OF ACTS OF TERRORISM.

The first sentence of section 44303(b) is amended by striking “ending on” and all that follows through “the Secretary may certify” and inserting “ending on December 31, 2013, the Secretary may certify”.

#### SEC. 703. CLARIFICATION OF REINSURANCE AUTHORITY.

The second sentence of section 44304 is amended by striking “the carrier” and inserting “any insurance carrier”.

#### SEC. 704. USE OF INDEPENDENT CLAIMS ADJUSTERS.

The second sentence of section 44308(c)(1) is amended by striking “agent” and inserting “agent, or a claims adjuster who is independent of the underwriting agent.”.

**TITLE VIII—MISCELLANEOUS****SEC. 801. DISCLOSURE OF DATA TO FEDERAL AGENCIES IN INTEREST OF NATIONAL SECURITY.**

Section 40119(b) is amended by adding at the end the following:

“(4) Section 552a of title 5 shall not apply to disclosures that the Administrator may make from the systems of records of the Administration to any Federal law enforcement, intelligence, protective service, immigration, or national security official in order to assist the official receiving the information in the performance of official duties.”.

**SEC. 802. FAA AUTHORITY TO CONDUCT CRIMINAL HISTORY RECORD CHECKS.**

(a) IN GENERAL.—Chapter 401 is amended by adding at the end the following:

**“§40130. FAA authority to conduct criminal history record checks****“(a) CRIMINAL HISTORY BACKGROUND CHECKS.—**

“(1) ACCESS TO INFORMATION.—The Administrator of the Federal Aviation Administration, for certification purposes of the Administration only, is authorized—

“(A) to conduct, in accordance with the established request process, a criminal history background check of an airman in the criminal repositories of the Federal Bureau of Investigation and States by submitting positive identification of the airman to a fingerprint-based repository in compliance with section 217 of the National Crime Prevention and Privacy Compact Act of 1998 (42 U.S.C. 14616); and

“(B) to receive relevant criminal history record information regarding the airman checked.

“(2) RELEASE OF INFORMATION.—In accessing a repository referred to in paragraph (1), the Administrator shall be subject to the conditions and procedures established by the Department of Justice or the State, as appropriate, for other governmental agencies conducting background checks for noncriminal justice purposes.

“(3) LIMITATION.—The Administrator may not use the authority under paragraph (1) to conduct criminal investigations.

“(4) REIMBURSEMENT.—The Administrator may collect reimbursement to process the finger-print-based checks under this subsection, to be used for expenses incurred, including Federal Bureau of Investigation fees, in providing these services.

“(b) DESIGNATED EMPLOYEES.—The Administrator shall designate, by order, employees of the Administration who may carry out the authority described in subsection (a).”.

(b) CLERICAL AMENDMENT.—The analysis for chapter 401 is amended by adding at the end the following:

“40130. FAA authority to conduct criminal history record checks.”.

**SEC. 803. CIVIL PENALTIES TECHNICAL AMENDMENTS.**

Section 46301 of title 49, United States Code, is amended—

(1) in subsection (a)(1)(A) by inserting “chapter 451,” before “section 47107(b)”; and

(2) in subsection (a)(5)(A)(i)—

(A) by striking “or chapter 449” and inserting “chapter 449”; and

(B) by inserting after “44909” the following: “, or chapter 451”; and

(3) in subsection (d)(2)—

(A) in the first sentence—

(i) by striking “44723” or” and inserting the following: “44723, chapter 451,”; and

(ii) by striking “46302” and inserting “section 46302”; and

(iii) by striking “46318, or 47107(b)” and inserting “section 46318, section 46319, or section 47107(b)”; and

(B) in the second sentence—

(i) by striking “46302” and inserting “section 46302”; and

(ii) by striking “46303,” and inserting “or section 46303 of this title”; and

(iii) by striking “such chapter 449” and inserting “any of those provisions”; and

(4) in subsection (f)(1)(A)(i)—

(A) by striking “or chapter 449” and inserting “chapter 449”; and

(B) by inserting after “44909” the following: “, or chapter 451”.

**SEC. 804. CONSOLIDATION AND REALIGNMENT OF FAA SERVICES AND FACILITIES.****(a) NATIONAL FACILITIES REALIGNMENT AND CONSOLIDATION REPORT.—**

(1) IN GENERAL.—The Administrator of the Federal Aviation Administration shall develop a report, to be known as the National Facilities Realignment and Consolidation Report, in accordance with the requirements of this subsection.

(2) PURPOSE.—The purpose of the report shall be—

(A) to support the transition to the Next Generation Air Transportation System; and

(B) to reduce capital, operating, maintenance, and administrative costs of the FAA where such cost reductions can be implemented without adversely affecting safety.

(3) CONTENTS.—The report shall include—

(A) recommendations of the Administrator on realignment and consolidation of services and facilities (including regional offices) of the FAA; and

(B) for each of the recommendations, a description of—

(i) the Administrator’s justification;

(ii) the projected costs and savings; and

(iii) the proposed timing for implementation.

(4) INPUT.—The report shall be developed by the Administrator (or the Administrator’s designee)—

(A) in coordination with the Chief NextGen Officer and the Chief Operating Officer of the Air Traffic Organization of the FAA; and

(B) with the participation of—

(i) representatives of labor organizations representing operations and maintenance employees of the air traffic control system; and

(ii) industry stakeholders.

(5) SUBMISSION TO CONGRESS.—Not later than 120 days after the date of enactment of this Act, the Administrator shall submit the report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

(6) PUBLIC NOTICE AND COMMENT.—The Administrator shall publish the report in the Federal Register and allow 45 days for the submission of public comments.

(b) REPORT TO CONGRESS CONTAINING RECOMMENDATIONS OF ADMINISTRATOR.—Not later than 60 days after the last day of the period for public comment under subsection (a)(6), the Administrator shall submit to the committees specified in subsection (a)(5)—

(1) a report containing the recommendations of the Administrator on realignment and consolidation of services and facilities (including regional offices) of the FAA; and

(2) copies of any public comments received by the Administrator under subsection (a)(6).

(c) REALIGNMENT AND CONSOLIDATION OF FAA SERVICES AND FACILITIES.—Except as provided in subsection (d), the Administrator shall realign and consolidate the services and facilities of the FAA in accordance with the recommendations included in the report submitted under subsection (b).

(d) CONGRESSIONAL DISAPPROVAL.—

(1) IN GENERAL.—The Administrator may not carry out a recommendation for realignment or consolidation of services or facilities of the FAA that is included in the report submitted under subsection (b) if a joint resolution of disapproval is enacted disapproving such recommendation before the earlier of—

(A) the last day of the 30-day period beginning on the date of submission of the report; or

(B) the adjournment of Congress sine die for the session during which the report is transmitted.

(2) COMPUTATION OF 30-DAY PERIOD.—For purposes of paragraph (1)(A), the days on which either house of Congress is not in session because of an adjournment of more than 3 days to a day certain shall be excluded in computation of the 30-day period.

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

(1) FAA.—The term “FAA” means the Federal Aviation Administration.

(2) REALIGNMENT; CONSOLIDATION.—

(A) IN GENERAL.—The terms “realignment” and “consolidation” include any action that—

(i) relocates functions, services, or personnel positions;

(ii) discontinues or severs existing facility functions or services; or

(iii) combines the results described in clauses (i) and (ii).

(B) EXCLUSION.—The terms do not include a reduction in personnel resulting from workload adjustments.

**SEC. 805. LIMITING ACCESS TO FLIGHT DECKS OF ALL-CARGO AIRCRAFT.**

(a) STUDY.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration, in consultation with appropriate air carriers, aircraft manufacturers, and air carrier labor representatives, shall conduct a study to assess the feasibility of developing a physical means, or a combination of physical and procedural means, to prohibit individuals other than authorized flight crewmembers from accessing the flight deck of an all-cargo aircraft.

(b) 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.

**SEC. 806. CONSOLIDATION OR ELIMINATION OF OBSOLETE, REDUNDANT, OR OTHERWISE UNNECESSARY REPORTS; USE OF ELECTRONIC MEDIA FORMAT.**

(a) CONSOLIDATION OR ELIMINATION OF REPORTS.—Not later than 2 years after the date of enactment of this Act, and every 2 years thereafter, the Administrator 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—

(1) a list of obsolete, redundant, or otherwise unnecessary reports the Administration is required by law to submit to Congress or publish that the Administrator recommends eliminating or consolidating with other reports; and

(2) an estimate of the cost savings that would result from the elimination or consolidation of those reports.

(b) USE OF ELECTRONIC MEDIA FOR REPORTS.—

(1) IN GENERAL.—Notwithstanding any other provision of law, the Administration—

(A) may not publish any report required or authorized by law in a printed format; and

(B) shall publish any such report by posting it on the Administration’s Internet Web site in an easily accessible and downloadable electronic format.

(2) EXCEPTION.—Paragraph (1) does not apply to any report with respect to which the Administrator determines that—

(A) its publication in a printed format is essential to the mission of the Administration; or

(B) its publication in accordance with the requirements of paragraph (1) would disclose matter—

(i) described in section 552(b) of title 5, United States Code; or

(ii) the disclosure of which would have an adverse impact on aviation safety or security, as determined by the Administrator.

**SEC. 807. PROHIBITION ON USE OF CERTAIN FUNDS.**

The Secretary of Transportation may not use any funds made available pursuant to this Act

(including any amendment made by this Act) to name, rename, designate, or redesignate any project or program authorized by this Act (including any amendment made by this Act) for an individual then serving in Congress as a Member, Delegate, Resident Commissioner, or Senator.

**SEC. 808. STUDY ON AVIATION FUEL PRICES.**

(a) **IN GENERAL.**—Not later than 180 days after the date of enactment of this Act, the Comptroller General of the United States shall conduct a study and report to Congress on the impact of increases in aviation fuel prices on the Airport and Airway Trust Fund and the aviation industry in general.

(b) **CONTENTS.**—The study shall include an assessment of the impact of increases in aviation fuel prices on—

- (1) general aviation;
- (2) commercial passenger aviation;
- (3) piston aircraft purchase and use;
- (4) the aviation services industry, including repair and maintenance services;
- (5) aviation manufacturing;
- (6) aviation exports; and
- (7) the use of small airport installations.

(c) **ASSUMPTIONS ABOUT AVIATION FUEL PRICES.**—In conducting the study required by subsection (a), the Comptroller General shall use the average aviation fuel price for fiscal year 2010 as a baseline and measure the impact of increases in aviation fuel prices that range from 5 percent to 200 percent over the 2010 baseline.

**SEC. 809. WIND TURBINE LIGHTING.**

(a) **STUDY.**—The Administrator of the Federal Aviation Administration shall conduct a study on wind turbine lighting systems.

(b) **CONTENTS.**—In conducting the study, the Administrator shall examine the following:

(1) The aviation safety issues associated with alternative lighting strategies, technologies, and regulations.

(2) The feasibility of implementing alternative lighting strategies or technologies to improve aviation safety.

(3) Any other issue relating to wind turbine lighting.

(c) **REPORT.**—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to Congress a report on the results of the study, including information and recommendations concerning the issues examined under subsection (b).

**SEC. 810. AIR-RAIL CODE SHARING STUDY.**

(a) **CODE SHARE 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 regarding—

- (1) existing airline and intercity passenger rail code sharing arrangements; and

(2) the feasibility, costs to taxpayers and other parties, and benefits of increasing the intermodal connectivity of airline and intercity passenger rail facilities and systems to improve passenger travel.

(b) **CONSIDERATIONS.**—In conducting the study, the Comptroller General shall consider—

(1) the potential costs to taxpayers and other parties and benefits of the implementation of more integrated scheduling between airlines and Amtrak or other intercity passenger rail carriers achieved through code sharing arrangements;

(2) airport and intercity passenger rail operations that can improve connectivity between airports and intercity passenger rail facilities and stations;

(3) the experience of other countries with respect to airport and intercity passenger rail connectivity; and

(4) such other issues the Comptroller General considers appropriate.

(c) **REPORT.**—Not later than 1 year after initiating the study required by subsection (a), 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 on the results of the study, including any conclusions of the Comptroller General resulting from the study.

**SEC. 811. D.C. METROPOLITAN AREA SPECIAL FLIGHT RULES AREA.**

(a) **SUBMISSION OF PLAN TO CONGRESS.**—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration, in consultation with the Secretary of Homeland Security and the Secretary of Defense, shall submit to the Committee on Transportation and Infrastructure and the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a plan for the D.C. Metropolitan Area Special Flight Rules Area.

(b) **CONTENTS OF PLAN.**—The plan shall outline specific changes to the D.C. Metropolitan Area Special Flight Rules Area that will decrease operational impacts and improve general aviation access to airports in the National Capital Region that are currently impacted by the zone.

**SEC. 812. FAA REVIEW AND REFORM.**

(a) **AGENCY REVIEW.**—Not later than 60 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall undertake a thorough review of each program, office, and organization within the Administration, including the Air Traffic Organization, to identify—

- (1) duplicative positions, programs, roles, or offices;
- (2) wasteful practices;
- (3) redundant, obsolete, or unnecessary functions;
- (4) inefficient processes; and
- (5) ineffectual or outdated policies.

(b) **ACTIONS TO STREAMLINE AND REFORM FAA.**—Not later than 120 days after the date of enactment of this Act, the Administrator shall undertake such actions as may be necessary to address the Administrator's findings under subsection (a), including—

- (1) consolidating, phasing-out, or eliminating duplicative positions, programs, roles, or offices;
- (2) eliminating or streamlining wasteful practices;

(3) eliminating or phasing-out redundant, obsolete, or unnecessary functions;

(4) reforming and streamlining inefficient processes so that the activities of the Administration are completed in an expedited and efficient manner; and

(5) reforming or eliminating ineffectual or outdated policies.

(c) **AUTHORITY.**—Notwithstanding any other provision of law, the Administrator shall have the authority to undertake the actions required under subsection (b).

(d) **REPORT TO CONGRESS.**—Not later than 150 days after the date of enactment of this Act, the Administrator shall submit to Congress a report on the actions taken by the Administrator under this section, including any recommendations for legislative or administrative actions.

**SEC. 813. USE OF MINERAL REVENUE AT CERTAIN AIRPORTS.**

(a) **IN GENERAL.**—Notwithstanding any other provision of law, the Administrator of the Federal Aviation Administration may declare certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport to be revenue greater than the amount needed to carry out the 5-year projected maintenance needs of the airport in order to comply with the applicable design and safety standards of the Administration.

(b) **USE OF REVENUE.**—An airport sponsor that is in compliance with the conditions under subsection (c) may allocate revenue identified by the Administrator under subsection (a) for Federal, State, or local transportation infrastructure projects carried out by the airport sponsor or by a governing body within the geographical limits of the airport sponsor's jurisdiction.

(c) **CONDITIONS.**—An airport sponsor may not allocate revenue identified by the Administrator under subsection (a) unless the airport sponsor—

(1) enters into a written agreement with the Administrator that sets forth a 5-year capital improvement program for the airport, which—

(A) includes the projected costs for the operation, maintenance, and capacity needs of the airport in order to comply with applicable design and safety standards of the Administration; and

(B) appropriately adjusts such costs to account for inflation;

(2) agrees in writing—

(A) to waive all rights to receive entitlement funds or discretionary funds to be used at the airport under section 47114 or 47115 of title 49, United States Code, during the 5-year period of the capital improvement plan described in paragraph (1);

(B) to perpetually comply with sections 47107(b) and 47133 of such title, unless granted specific exceptions by the Administrator in accordance with this section; and

(C) to operate the airport as a public-use airport, unless the Administrator specifically grants a request to allow the airport to close; and

(3) complies with all grant assurance obligations in effect as of the date of the enactment of this Act during the 20-year period beginning on the date of enactment of this Act.

(d) **COMPLETION OF DETERMINATION.**—Not later than 90 days after receiving an airport sponsor's application and requisite supporting documentation to declare that certain mineral revenue is not needed to carry out the 5-year capital improvement program at such airport, the Administrator shall determine whether the airport sponsor's request should be granted. The Administrator may not unreasonably deny an application under this subsection.

(e) **RULEMAKING.**—Not later than 90 days after the date of enactment of this Act, the Administrator shall promulgate regulations to carry out this section.

(f) **GENERAL AVIATION AIRPORT DEFINED.**—In this section, the term “general aviation airport” has the meaning given that term in section 47102 of title 49, United States Code, as amended by this Act.

**SEC. 814. CONTRACTING.**

When drafting contract proposals for training facilities under the general contracting authority of the Federal Aviation Administration, the Administrator of the Federal Aviation Administration shall ensure—

(1) the proposal is drafted so that all parties can fairly compete; and

(2) the proposal takes into consideration the most cost-effective location, accessibility, and services options.

**SEC. 815. FLOOD PLANNING.**

(a) **STUDY.**—The Administrator of the Federal Aviation Administration, in consultation with the Administrator of the Federal Emergency Management Agency, shall conduct a review and 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 on the state of preparedness and response capability for airports located in flood plains to respond to and seek assistance in rebuilding after catastrophic flooding.

(b) **ELIGIBILITY OF DEMOLITION AND REBUILDING OF PROPERTIES.**—Section 1366(e) of the National Flood Insurance Act of 1968 (42 U.S.C. 4104c(e)) is amended by adding at the end the following:

“(6) **ELIGIBILITY OF DEMOLITION AND REBUILDING OF PROPERTIES.**—The Director shall consider as an eligible activity the demolition and rebuilding of properties to at least base flood levels or higher, if required by the Director or if required by any State or local ordinance, and in

accordance with project implementation criteria established by the Director.”.

#### SEC. 816. HISTORICAL AIRCRAFT DOCUMENTS.

##### (a) PRESERVATION OF DOCUMENTS.—

(1) **IN GENERAL.**—The Administrator of the Federal Aviation Administration shall take such actions as the Administrator determines necessary to preserve original aircraft type certificate engineering and technical data in the possession of the Federal Aviation Administration related to—

(A) approved aircraft type certificate numbers ATC 1 through ATC 713; and

(B) Group-2 approved aircraft type certificate numbers 2-1 through 2-544.

(2) **REVISION OF ORDER.**—Not later than 3 years after the date of enactment of this Act, the Administrator shall revise FAA Order 1350.15C, Item Number 8110. Such revision shall prohibit the destruction of the historical aircraft documents identified in paragraph (1).

(3) **CONSULTATION.**—The Administrator may carry out paragraph (1) in consultation with the Archivist of the United States and the Administrator of General Services.

##### (b) AVAILABILITY OF DOCUMENTS.—

(1) **FREEDOM OF INFORMATION ACT REQUESTS.**—The Administrator shall make the documents to be preserved under subsection (a)(1) available to a person—

(A) upon receipt of a request made by the person pursuant to section 552 of title 5, United States Code; and

(B) subject to a prohibition on use of the documents for commercial purposes.

(2) **TRADE SECRETS, COMMERCIAL, AND FINANCIAL INFORMATION.**—Section 552(b)(4) of such title shall not apply to requests for documents to be made available pursuant to paragraph (1).

##### (c) HOLDER OF TYPE CERTIFICATE.—

(1) **RIGHTS OF HOLDER.**—Nothing in this section shall affect the rights of a holder or owner of a type certificate identified in subsection (a)(1), nor require the holder or owner to provide, surrender, or preserve any original or duplicate engineering or technical data to or for the Federal Aviation Administration, a person, or the public.

(2) **LIABILITY.**—There shall be no liability on the part of, and no cause of action of any nature shall arise against, a holder of a type certificate, its authorized representative, its agents, or its employees, or any firm, person, corporation, or insurer related to the type certificate data and documents identified in subsection (a)(1).

(3) **AIRWORTHINESS.**—Notwithstanding any other provision of law, the holder of a type certificate identified in subsection (a)(1) shall only be responsible for Federal Aviation Administration regulation requirements related to type certificate data and documents identified in subsection (a)(1) for aircraft having a standard airworthiness certificate issued prior to the date the documents are released to a person by the Federal Aviation Administration under subsection (b)(1).

#### SEC. 817. RELEASE FROM RESTRICTIONS.

(a) **IN GENERAL.**—Subject to subsection (b), the Secretary of Transportation is authorized to grant to an airport, city, or county a release from any of the terms, conditions, reservations, or restrictions contained in a deed under which the United States conveyed to the airport, city, or county an interest in real property for airport purposes pursuant to section 16 of the Federal Airport Act (60 Stat. 179) or section 23 of the Airport and Airway Development Act of 1970 (84 Stat. 232).

(b) **CONDITION.**—Any release granted by the Secretary pursuant to subsection (a) shall be subject to the following conditions:

(1) The applicable airport, city, or county shall agree that in conveying any interest in the real property which the United States conveyed to the airport, city, or county, the airport, city, or county will receive consideration for such interest that is equal to its fair market value.

(2) Any consideration received by the airport, city, or county under paragraph (1) shall be used exclusively for the development, improvement, operation, or maintenance of a public airport by the airport, city, or county.

(3) Any other conditions required by the Secretary.

#### SEC. 818. SENSE OF CONGRESS.

It is the sense of Congress that Los Angeles World Airports, the operator of Los Angeles International Airport (LAX)—

(1) should consult on a regular basis with representatives of the community surrounding the airport regarding—

(A) the ongoing operations of LAX; and

(B) plans to expand, modify, or realign LAX facilities; and

(2) should include in such consultations any organization, the membership of which includes at least 100 individuals who reside within 10 miles of the airport, that notifies Los Angeles World Airports of its desire to be included in such consultations.

#### SEC. 819. HUMAN INTERVENTION MOTIVATION STUDY.

Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall develop a Human Intervention Motivation Study program for cabin crew members employed by commercial air carriers in the United States.

#### SEC. 820. STUDY OF AERONAUTICAL MOBILE TELEMETRY.

Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration, in consultation with other Federal agencies, shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Science, Space, and Technology and the Committee on Energy and Commerce of the House of Representatives a report that identifies—

(1) the current and anticipated, with respect to the next decade, need by civil aviation, including equipment manufacturers, for aeronautical mobile telemetry services; and

(2) the potential impact to the aerospace industry of the introduction of a new radio service that operates in the same spectrum allocated to the aeronautical mobile telemetry service.

#### SEC. 821. CLARIFICATION OF REQUIREMENTS FOR VOLUNTEER PILOTS OPERATING CHARITABLE MEDICAL FLIGHTS.

(a) **REIMBURSEMENT OF FUEL COSTS.**—Notwithstanding any other law or regulation, in administering section 61.113(c) of title 14, Code of Federal Regulations (or any successor regulation), the Administrator of the Federal Aviation Administration shall allow an aircraft owner or operator to accept reimbursement from a volunteer pilot organization for the fuel costs associated with a flight operation to provide transportation for an individual or organ for medical purposes (and for other associated individuals), 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 SAFETY.**—The Administrator may impose minimum standards with respect to training and flight hours for single-engine, multi-engine, and turbine-engine operations conducted by an aircraft owner or operator that is being reimbursed for fuel costs by a volunteer pilot organization, including mandating that the pilot in command of such aircraft hold an instrument rating and be current and qualified for the aircraft being flown to ensure the safety of flight operations described in subsection (a).

(c) **VOLUNTEER PILOT ORGANIZATION.**—In this section, the term “volunteer pilot organization” means an organization that—

(1) is described in section 501(c)(3) of the Internal Revenue Code of 1986 and is exempt from taxation under section 501(a) of such Code; and

(2) is organized for the primary purpose of providing, arranging, or otherwise fostering charitable medical transportation.

#### SEC. 822. PILOT PROGRAM FOR REDEVELOPMENT OF AIRPORT PROPERTIES.

(a) **IN GENERAL.**—Not later than 1 year after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall establish a pilot program under which operators of up to 4 public-use airports may receive grants for activities related to the redevelopment of airport properties in accordance with the requirements of this section.

(b) **GRANTS.**—Under the pilot program, the Administrator may make a grant in a fiscal year, from funds made available for grants under section 47117(e)(1)(A) of title 49, United States Code, to an airport operator for a project—

(1) to support joint planning, engineering, design, and environmental permitting of projects, including the assembly and redevelopment of property purchased with noise mitigation funds made available under section 48103 of such title or passenger facility revenue collected under section 40117 of such title; and

(2) to encourage airport-compatible land uses and generate economic benefits to the local airport authority and adjacent community.

(c) **ELIGIBILITY.**—An airport operator shall be eligible to participate in the pilot program if—

(1) the operator has received approval for a noise compatibility program under section 47504 of such title; and

(2) the operator demonstrates, as determined by the Administrator—

(A) a readiness to implement cooperative land use management and redevelopment plans with neighboring local jurisdictions; and

(B) the probability of a clear economic benefit to neighboring local jurisdictions and financial return to the airport through the implementation of those plans.

(d) **DISTRIBUTION.**—The Administrator shall seek to award grants under the pilot program to airport operators representing different geographic areas of the United States.

(e) **PARTNERSHIP WITH NEIGHBORING LOCAL JURISDICTIONS.**—An airport operator shall use grant funds made available under the pilot program only in partnership with neighboring local jurisdictions.

(f) **GRANT REQUIREMENTS.**—The Administrator may not make a grant to an airport operator under the pilot program unless the grant is—

(1) made to enable the airport operator and local jurisdictions undertaking community redevelopment efforts to expedite those efforts;

(2) subject to a requirement that the local jurisdiction governing the property interests subject to the redevelopment efforts has adopted and will continue in effect zoning regulations that permit airport-compatible redevelopment; and

(3) subject to a requirement that, in determining the part of the proceeds from disposing of land that is subject to repayment and reinvestment requirements under section 47107(c)(2)(A) of such title, the total amount of a grant issued under the pilot program that is attributable to the redevelopment of such land shall be added to other amounts that must be repaid or reinvested under that section upon disposal of such land by the airport operator.

(g) **EXCEPTIONS TO REPAYMENT AND REINVESTMENT REQUIREMENTS.**—Amounts paid to the Secretary of Transportation under subsection (f)(3)—

(1) shall be available to the Secretary for, giving preference to the actions in descending order—

(A) reinvestment in an approved noise compatibility project at the applicable airport;

(B) reinvestment in another approved project at the airport that is eligible for funding under section 47117(e) of such title;

(C) reinvestment in an approved airport development project at the airport that is eligible for funding under section 47114, 47115, or 47117 of such title;

(D) transfer to an operator of another public airport to be reinvested in an approved noise compatibility project at such airport; and

(E) deposit in the Airport and Airway Trust Fund established under section 9502 of the Internal Revenue Code of 1986 (26 U.S.C. 9502);

(2) shall be available in addition to amounts authorized under section 48103 of such title;

(3) shall not be subject to any limitation on grant obligations for any fiscal year; and

(4) shall remain available until expended.

(h) **FEDERAL SHARE.**—

(1) **IN GENERAL.**—Notwithstanding any other provision of law, the Federal share of the allowable costs of a project carried out under the pilot program shall be 80 percent.

(2) **ALLOWABLE COSTS.**—In determining the allowable costs, the Administrator shall deduct from the total costs of the activities described in subsection (b) that portion of the costs which is equal to that portion of the total property to be redeveloped under this section that is not owned or to be acquired by the airport operator pursuant to the noise compatibility program or that is not owned by the affected neighboring local jurisdictions or other public entities.

(i) **MAXIMUM AMOUNT.**—Not more than \$5,000,000 of the funds made available for grants under section 47117(e)(1)(A) of such title may be expended under the pilot program for any single public-use airport.

(j) **USE OF PASSENGER REVENUE.**—An airport operator participating in the pilot program may use passenger facility revenue collected under section 40117 of such title to pay any project cost described in subsection (b) that is not financed by a grant under the pilot program.

(k) **SUNSET.**—This section shall not be in effect after September 30, 2015.

**SEC. 823. REPORT ON NEW YORK CITY AND NEWARK AIR TRAFFIC CONTROL FACILITIES.**

Under previous agreements, the Federal Aviation Administration negotiated staffing levels at the air traffic control facilities in the Newark and New York City areas. Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration 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 on the Federal Aviation Administration's staffing and scheduling plans for air traffic control facilities in the New York City and Newark Region for the 1-year period beginning on such date of enactment.

**SEC. 824. CYLINDERS OF COMPRESSED OXYGEN OR OTHER OXIDIZING GASES.**

(a) **IN GENERAL.**—Subject to subsections (b) and (c), entities transporting, in the State of Alaska, cylinders of compressed oxygen or other oxidizing gases aboard aircraft shall be exempt from compliance with the regulations described in subsection (d), to the extent that the regulations require that oxidizing gases transported aboard aircraft be enclosed in outer packaging capable of passing the flame penetration resistance test and the thermal resistance test, without regard to the end use of the cylinders.

(b) **APPLICABILITY OF EXEMPTION.**—The exemption provided under subsection (a) shall apply only if—

(1) transportation of the cylinders by a ground-based or water-based mode of transportation is unavailable and transportation by aircraft is the only practical means for transporting the cylinders to their destination;

(2) each cylinder is fully covered with a fire- or flame-resistant blanket that is secured in place; and

(3) the operator of the aircraft complies with the applicable notification procedures under section 175.33 of title 49, Code of Federal Regulations.

(c) **AIRCRAFT RESTRICTION.**—The exemption provided under subsection (a) shall apply only to the following types of aircraft:

(1) Cargo-only aircraft transporting the cylinders to a delivery destination that receives cargo-only service at least once a week.

(2) Passenger and cargo-only aircraft transporting the cylinders to a delivery destination that does not receive cargo-only service at least once a week.

(d) **DESCRIPTION OF REGULATORY REQUIREMENTS.**—The regulations described in this subsection are the regulations of the Pipeline and Hazardous Materials Safety Administration contained in sections 173.302(f)(3), 173.302(f)(4), 173.302(f)(5), 173.304(f)(3), 173.304(f)(4), and 173.304(f)(5) of title 49, Code of Federal Regulations.

**SEC. 825. ORPHAN AVIATION EARMARKS.**

(a) **EARMARK DEFINED.**—In this section, the term “earmark” means a statutory provision or report language included primarily at the request of a Senator or a Member, Delegate, or Resident Commissioner of the House of Representatives providing, authorizing, or recommending a specific amount of discretionary budget authority, credit authority, or other spending authority for a contract, loan, loan guarantee, grant, or other expenditure with or to an entity or a specific State, locality, or Congressional district, other than through a statutory or administrative formula-driven or competitive award process.

(b) **RESCISSON.**—If any earmark relating to the Federal Aviation Administration has more than 90 percent of applicable appropriated amounts remaining available for obligation at the end of the 9th fiscal year beginning after the fiscal year in which those amounts were appropriated, the unobligated portion of those amounts is rescinded effective at the end of that 9th fiscal year, except that the Administrator of the Federal Aviation Administration may delay any such rescission if the Administrator determines that an obligation with respect to those amounts is likely to occur during the 12-month period beginning on the last day of that 9th fiscal year.

(c) **IDENTIFICATION AND REPORT.**—

(1) **AGENCY IDENTIFICATION.**—At the end of each fiscal year, the Administrator shall identify and report to the Director of the Office of Management and Budget every earmark related to the Administration and with respect to which there is an unobligated balance of appropriated amounts.

(2) **ANNUAL REPORT.**—Not later than 1 year after the date of enactment of this Act, and annually thereafter, the Director shall submit to Congress and make available to the public on the Internet Web site of the Office a report that includes—

(A) a listing of each earmark related to the Administration and with respect to which there is an unobligated balance of appropriated amounts, which shall include the amount of the original earmark, the amount of the unobligated balance related to that earmark, and the date on which the funding expires, if applicable;

(B) the number of rescissions under subsection (b) and the savings resulting from those rescissions for the previous fiscal year; and

(C) a listing of earmarks related to the Administration with amounts scheduled for rescission at the end of the current fiscal year.

**SEC. 826. PRIVACY PROTECTIONS FOR AIR PASSENGER SCREENING WITH ADVANCED IMAGING TECHNOLOGY.**

Section 44901 is amended by adding at the end the following:

“(l) **LIMITATIONS ON USE OF ADVANCED IMAGING TECHNOLOGY FOR SCREENING PASSENGERS.**—

“(1) **DEFINITIONS.**—In this subsection, the following definitions apply:

“(A) **ADVANCED IMAGING TECHNOLOGY.**—The term ‘advanced imaging technology’—

“(i) means a device used in the screening of passengers that creates a visual image of an in-

dividual showing the surface of the skin and revealing other objects on the body; and

“(ii) may include devices using backscatter x-rays or millimeter waves and devices referred to as ‘whole-body imaging technology’ or ‘body scanning machines’.

“(B) **APPROPRIATE CONGRESSIONAL COMMITTEES.**—The term ‘appropriate congressional committees’ means—

“(i) the Committee on Commerce, Science, and Transportation and the Committee on Homeland Security and Governmental Affairs of the Senate; and

“(ii) the Committee on Homeland Security of the House of Representatives.

“(C) **AUTOMATIC TARGET RECOGNITION SOFTWARE.**—The term ‘automatic target recognition software’ means software installed on an advanced imaging technology that produces a generic image of the individual being screened that is the same as the images produced for all other screened individuals.

“(2) **USE OF ADVANCED IMAGING TECHNOLOGY.**—Beginning June 1, 2012, the Assistant Secretary of Homeland Security (Transportation Security Administration) shall ensure that any advanced imaging technology used for the screening of passengers under this section—

“(A) is equipped with and employs automatic target recognition software; and

“(B) complies with such other requirements as the Assistant Secretary determines necessary to address privacy considerations.

“(3) **EXTENSION.**—

“(A) **IN GENERAL.**—The Assistant Secretary may extend the deadline specified in paragraph (2), if the Assistant Secretary determines that—

“(i) an advanced imaging technology equipped with automatic target recognition software is not substantially as effective at screening passengers as an advanced imaging technology without such software; or

“(ii) additional testing of such software is necessary.

“(B) **DURATION OF EXTENSIONS.**—The Assistant Secretary may issue one or more extensions under subparagraph (A). The duration of each extension may not exceed one year.

“(4) **REPORTS.**—

“(A) **IN GENERAL.**—Not later than 60 days after the deadline specified in paragraph (2), and not later than 60 days after the date on which the Assistant Secretary issues any extension under paragraph (3), the Assistant Secretary shall submit to the appropriate congressional committees a report on the implementation of this subsection.

“(B) **ELEMENTS.**—A report submitted under subparagraph (A) shall include the following:

“(i) A description of all matters the Assistant Secretary considers relevant to the implementation of the requirements of this subsection.

“(ii) The status of compliance by the Transportation Security Administration with such requirements.

“(iii) If the Administration is not in full compliance with such requirements—

“(I) the reasons for the noncompliance; and

“(II) a timeline depicting when the Assistant Secretary expects the Administration to achieve full compliance.

“(C) **SECURITY CLASSIFICATION.**—To the greatest extent practicable, a report prepared under subparagraph (A) shall be submitted in an unclassified format. If necessary, the report may include a classified annex.”.

**SEC. 827. COMMERCIAL SPACE LAUNCH LICENSE REQUIREMENTS.**

Section 50905(c)(3) of title 51, United States Code, is amended by striking “Beginning 8 years after the date of enactment of the Commercial Space Launch Amendments Act of 2004,” and inserting “Beginning on October 1, 2015.”.

**SEC. 828. AIR TRANSPORTATION OF LITHIUM CELLS AND BATTERIES.**

(a) **IN GENERAL.**—The Secretary of Transportation, including a designee of the Secretary,

may not issue or enforce any regulation or other requirement regarding the transportation by aircraft of lithium metal cells or batteries or lithium ion cells or batteries, whether transported separately or packed with or contained in equipment, if the requirement is more stringent than the requirements of the ICAO Technical Instructions.

(b) EXCEPTIONS.—

(1) PASSENGER CARRYING AIRCRAFT.—Notwithstanding subsection (a), the Secretary may enforce the prohibition on transporting primary (non-rechargeable) lithium batteries and cells aboard passenger carrying aircraft set forth in special provision A100 under section 172.102(c)(2) of title 49, Code of Federal Regulations (as in effect on the date of enactment of this Act).

(2) CREDIBLE REPORTS.—Notwithstanding subsection (a), if the Secretary obtains a credible report with respect to a safety incident from a national or international governmental regulatory or investigating body that demonstrates that the presence of lithium metal cells or batteries or lithium ion cells or batteries on an aircraft, whether transported separately or packed with or contained in equipment, in accordance with the requirements of the ICAO Technical Instructions, has substantially contributed to the initiation or propagation of an onboard fire, the Secretary—

(A) may issue and enforce an emergency regulation, more stringent than the requirements of the ICAO Technical Instructions, that governs the transportation by aircraft of such cells or batteries, if that regulation—

(i) addresses solely deficiencies referenced in the report; and

(ii) is effective for not more than 1 year; and

(B) may adopt and enforce a permanent regulation, more stringent than the requirements of the ICAO Technical Instructions, that governs the transportation by aircraft of such cells or batteries, if—

(i) the Secretary bases the regulation upon substantial credible evidence that the otherwise permissible presence of such cells or batteries would substantially contribute to the initiation or propagation of an onboard fire;

(ii) the regulation addresses solely the deficiencies in existing regulations; and

(iii) the regulation imposes the least disruptive and least expensive variation from existing requirements while adequately addressing identified deficiencies.

(c) ICAO TECHNICAL INSTRUCTIONS DEFINED.—In this section, the term “ICAO Technical Instructions” means the International Civil Aviation Organization Technical Instructions for the Safe Transport of Dangerous Goods by Air (as amended, including amendments adopted after the date of enactment of this Act).

**SEC. 829. CLARIFICATION OF MEMORANDUM OF UNDERSTANDING WITH OSHA.**

Not later than 6 months after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall—

(1) establish milestones, in consultation with the Occupational Safety and Health Administration, in a report to Congress—

(A) for the completion of work begun under the August 2000 memorandum of understanding between the Administrations; and

(B) to address issues that need further action, as set forth in the December 2000 joint report of the Administrations; and

(2) initiate development of a policy statement to set forth the circumstances in which requirements of the Occupational Safety and Health Administration may be applied to crewmembers while working in an aircraft.

**SEC. 830. APPROVAL OF APPLICATIONS FOR THE AIRPORT SECURITY SCREENING OPT-OUT PROGRAM.**

(a) IN GENERAL.—Section 44920(b) is amended to read as follows:

“(b) APPROVAL OF APPLICATIONS—

“(1) IN GENERAL.—Not later than 120 days after the date of receipt of an application sub-

mitted by an airport operator under subsection (a), the Under Secretary shall approve or deny the application.

“(2) STANDARDS.—The Under Secretary shall approve an application submitted by an airport operator under subsection (a) if the Under Secretary determines that the approval would not compromise security or detrimentally affect the cost-efficiency or the effectiveness of the screening of passengers or property at the airport.

“(3) REPORTS ON DENIALS OF APPLICATIONS.—

“(A) IN GENERAL.—If the Under Secretary denies an application submitted by an airport operator under subsection (a), the Under Secretary shall provide to the airport operator, not later than 60 days following the date of the denial, a written report that sets forth—

“(i) the findings that served as the basis for the denial;

“(ii) the results of any cost or security analysis conducted in considering the application; and

“(iii) recommendations on how the airport operator can address the reasons for the denial.

“(B) SUBMISSION TO CONGRESS.—The Under Secretary shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Homeland Security of the House of Representatives a copy of any report provided to an airport operator under subparagraph (A).”.

(b) WAIVERS.—Section 44920(d) is amended—

(1) by redesignating paragraphs (1) and (2) as subparagraphs (A) and (B), respectively, and moving the subparagraphs 2 ems to the right;

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

“(1) IN GENERAL.—The Under Secretary”; and

(3) by adding at the end the following:

“(2) WAIVERS.—The Under Secretary may waive the requirement of paragraph (1)(B) for any company that is a United States subsidiary with a parent company that has implemented a foreign ownership, control, or influence mitigation plan that has been approved by the Defense Security Service of the Department of Defense prior to the submission of the application. The Under Secretary has complete discretion to reject any application from a private screening company to provide screening services at an airport that requires a waiver under this paragraph.”.

(c) RECOMMENDATIONS OF AIRPORT OPERATOR.—Section 44920 is amended by adding at the end the following:

“(h) RECOMMENDATIONS OF AIRPORT OPERATOR.—As part of any submission of an application for a private screening company to provide screening services at an airport, the airport operator shall provide to the Under Secretary a recommendation as to which company would best serve the security screening and passenger needs of the airport, along with a statement explaining the basis of the operator’s recommendation.”.

(d) RECONSIDERATION OF APPLICATIONS PENDING AS OF JANUARY 1, 2011.—

(1) IN GENERAL.—Upon the request of an airport operator, the Secretary of Homeland Security shall reconsider any application for the screening of passengers and property that—

(A) was submitted by the operator of an airport pursuant to section 44920(a) of title 49, United States Code;

(B) was pending for final decision by the Secretary on any day between January 1, 2011, and February 3, 2011, and was resubmitted by the applicant in accordance with new guidelines provided by the Secretary after February 3, 2011; and

(C) has not been approved by the Secretary on or before the date of enactment of this Act.

(2) NOTICE TO AIRPORT OPERATORS.—In reconsidering an application submitted under paragraph (1), the Secretary shall—

(A) notify the airport operator that submitted the application that the Secretary will reconsider the application;

(B) if the application was initially denied, advise the operator of the findings that served as the basis for the denial; and

(C) request the operator to provide the Secretary with such additional information as the Secretary determines necessary to reconsider the application.

(3) DEADLINE; STANDARDS.—The Secretary shall approve or deny an application to be reconsidered under paragraph (1) not later than the 120th day following the date of the request for reconsideration from the airport operator. The Secretary shall apply the standards set forth in section 44920(b) of title 49, United States Code (as amended by this section), in approving and denying such application.

(4) REPORTS ON DENIALS OF APPLICATIONS.—

(A) IN GENERAL.—If the Secretary denies an application of an airport operator following reconsideration under this subsection, the Secretary shall provide to the airport operator a written report that sets forth—

(i) the findings that served as the basis for the denial; and

(ii) the results of any cost or security analysis conducted in considering the application.

(B) SUBMISSION TO CONGRESS.—The Secretary shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Homeland Security of the House of Representatives a copy of any report provided to an airport operator under subparagraph (A).

**TITLE IX—FEDERAL AVIATION RESEARCH AND DEVELOPMENT**

**SEC. 901. AUTHORIZATION OF APPROPRIATIONS.**

(a) IN GENERAL.—Section 48102(a) is amended—

(1) in the matter before paragraph (1) by striking “of this title” and inserting “of this title and, for each of fiscal years 2012 through 2015, under subsection (g)”;

(2) by striking paragraphs (1) through (8);

(3) by redesignating paragraphs (9) through (15) as paragraphs (1) through (7), respectively;

(4) in paragraph (3) (as so redesignated)—

(A) in subparagraph (K) by adding “and” at the end; and

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

(5) by striking paragraph (16) and inserting the following:

“(8) \$168,000,000 for each of fiscal years 2012 through 2015.”.

(b) SPECIFIC PROGRAM LIMITATIONS.—Section 48102 is amended by inserting after subsection (f) the following:

“(g) SPECIFIC AUTHORIZATIONS.—The following programs described in the research, engineering, and development account of the national aviation research plan required under section 44501(c) are authorized:

“(1) Fire Research and Safety.

“(2) Propulsion and Fuel Systems.

“(3) Advanced Materials/Structural Safety.

“(4) Atmospheric Hazards—Aircraft Icing/Digital System Safety.

“(5) Continued Airworthiness.

“(6) Aircraft Catastrophic Failure Prevention Research.

“(7) Flightdeck/Maintenance/System Integration Human Factors.

“(8) System Safety Management.

“(9) Air Traffic Control/Technical Operations Human Factors.

“(10) Aeromedical Research.

“(11) Weather Program.

“(12) Unmanned Aircraft Systems Research.

“(13) NextGen—Alternative Fuels for General Aviation.

“(14) Joint Planning and Development Office.

“(15) NextGen—Wake Turbulence Research.

“(16) NextGen—Air Ground Integration Human Factors.

“(17) NextGen—Self Separation Human Factors.

“(18) NextGen—Weather Technology in the Cockpit.

- “(19) Environment and Energy Research.
- “(20) NextGen Environmental Research—Aircraft Technologies, Fuels, and Metrics.
- “(21) System Planning and Resource Management.
- “(22) The William J. Hughes Technical Center Laboratory Facility.”.

(c) **PROGRAM AUTHORIZATIONS.**—From the other accounts described in the national aviation research plan required under section 44501(c) of title 49, United States Code, the following research and development activities are authorized:

- (1) Runway Incursion Reduction.
- (2) System Capacity, Planning, and Improvement.
- (3) Operations Concept Validation.
- (4) NAS Weather Requirements.
- (5) Airspace Management Program.
- (6) NextGen—Air Traffic Control/Technical Operations Human Factors.
- (7) NextGen—Environment and Energy—Environmental Management System and Advanced Noise and Emissions Reduction.
- (8) NextGen—New Air Traffic Management Requirements.
- (9) NextGen—Operations Concept Validation—Validation Modeling.
- (10) NextGen—System Safety Management Transformation.
- (11) NextGen—Wake Turbulence—Recategorization.
- (12) NextGen—Operational Assessments.
- (13) NextGen—Staffed NextGen Towers.
- (14) Center for Advanced Aviation System Development.
- (15) Airports Technology Research Program—Capacity.
- (16) Airports Technology Research Program—Safety.
- (17) Airports Technology Research Program—Environment.
- (18) Airport Cooperative Research—Capacity.
- (19) Airport Cooperative Research—Environment.
- (20) Airport Cooperative Research—Safety.

#### **SEC. 902. DEFINITIONS.**

In this title, the following definitions apply:

- (1) **ADMINISTRATOR.**—The term “Administrator” means the Administrator of the FAA.
- (2) **FAA.**—The term “FAA” means the Federal Aviation Administration.
- (3) **INSTITUTION OF HIGHER EDUCATION.**—The term “institution of higher education” has the same meaning given the term in section 101(a) of the Higher Education Act of 1965 (20 U.S.C. 1001(a)).
- (4) **NASA.**—The term “NASA” means the National Aeronautics and Space Administration.
- (5) **NOAA.**—The term “NOAA” means the National Oceanic and Atmospheric Administration.

#### **SEC. 903. UNMANNED AIRCRAFT SYSTEMS.**

- (a) **RESEARCH INITIATIVE.**—Section 44504(b) is amended—
  - (1) in paragraph (6) by striking “and” after the semicolon;
  - (2) in paragraph (7) by striking the period at the end and inserting “; and”; and
  - (3) by adding at the end the following:
    - “(8) in conjunction with other Federal agencies, as appropriate, to develop technologies and methods to assess the risk of and prevent defects, failures, and malfunctions of products, parts, and processes for use in all classes of unmanned aircraft systems that could result in a catastrophic failure of the unmanned aircraft that would endanger other aircraft in the national airspace system.”.
    - “(b) SYSTEMS, PROCEDURES, FACILITIES, AND DEVICES.—Section 44505(b) is amended—
      - (1) in paragraph (4) by striking “and” after the semicolon;
      - (2) in paragraph (5)(C) by striking the period at the end and inserting a semicolon; and
      - (3) by adding at the end the following:
        - “(6) to develop a better understanding of the relationship between human factors and unmanned aircraft system safety; and

“(7) to develop dynamic simulation models for integrating all classes of unmanned aircraft systems into the national airspace system without any degradation of existing levels of safety for all national airspace system users.”.

#### **SEC. 904. RESEARCH PROGRAM ON RUNWAYS.**

Using amounts made available under section 48102(a) of title 49, United States Code, the Administrator shall continue to carry out a research program under which the Administrator may make grants to and enter into cooperative agreements with institutions of higher education and pavement research organizations for research and technology demonstrations related to—

- (1) the design, construction, rehabilitation, and repair of airfield pavements to aid in the development of safer, more cost effective, and more durable airfield pavements; and
- (2) engineered material restraining systems for runways at both general aviation airports and airports with commercial air carrier operations.

#### **SEC. 905. RESEARCH ON DESIGN FOR CERTIFICATION.**

Section 44505 is amended—

- (1) by redesignating subsection (d) as subsection (e); and
- (2) by inserting after subsection (c) the following:

#### **“(d) RESEARCH ON DESIGN FOR CERTIFICATION.**

“(1) **RESEARCH.**—Not later than 1 year after the date of enactment of the FAA Modernization and Reform Act of 2012, the Administrator shall conduct research on methods and procedures to improve both confidence in and the timeliness of certification of new technologies for their introduction into the national airspace system.

“(2) **RESEARCH PLAN.**—Not later than 6 months after the date of enactment of the FAA Modernization and Reform Act of 2012, the Administrator shall develop a plan for the research under paragraph (1) that contains objectives, proposed tasks, milestones, and a 5-year budgetary profile.

“(3) **REVIEW.**—The Administrator shall enter into an arrangement with the National Research Council to conduct an independent review of the plan developed under paragraph (2) and shall provide the results of that review to the Committee on Science, Space, and Technology of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate not later than 18 months after the date of enactment of the FAA Modernization and Reform Act of 2012.”.

#### **SEC. 906. AIRPORT COOPERATIVE RESEARCH PROGRAM.**

Section 44511(f) is amended—

- (1) in paragraph (1) by striking “establish a 4-year pilot” and inserting “maintain an”; and
- (2) in paragraph (4)—

(A) by striking “Not later than 6 months after the expiration of the program under this subsection,” and inserting “Not later than September 30, 2012.”; and

(B) by striking “program, including recommendations as to the need for establishing a permanent airport cooperative research program” and inserting “program”.

#### **SEC. 907. CENTERS OF EXCELLENCE.**

(a) **GOVERNMENT'S SHARE OF COSTS.**—Section 44513(f) is amended to read as follows:

“(f) **GOVERNMENT'S SHARE OF COSTS.**—The United States Government's share of establishing and operating a center and all related research activities that grant recipients carry out shall not exceed 50 percent of the costs, except that the Administrator may increase such share to a maximum of 75 percent of the costs for a fiscal year if the Administrator determines that a center would be unable to carry out the authorized activities described in this section without additional funds.”.

(b) **ANNUAL REPORT.**—Section 44513 is amended by adding at the end the following:

“(h) **ANNUAL REPORT.**—The Administrator shall transmit annually to the Committee on Science, Space, and Technology of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate at the time of the President's budget request a report that lists—

“(1) the research projects that have been initiated by each center in the preceding year;

“(2) the amount of funding for each research project and the funding source;

“(3) the institutions participating in each research project and their shares of the overall funding for each research project; and

“(4) the level of cost-sharing for each research project.”.

#### **SEC. 908. CENTER OF EXCELLENCE FOR AVIATION HUMAN RESOURCE RESEARCH.**

(a) **ESTABLISHMENT.**—Using amounts made available under section 48102(a) of title 49, United States Code, the Administrator may establish a center of excellence to conduct research on—

(1) human performance in the air transportation environment, including among air transportation personnel such as air traffic controllers, pilots, and technicians; and

(2) any other aviation human resource issue pertinent to developing and maintaining a safe and efficient air transportation system.

(b) **ACTIVITIES.**—Activities conducted under this section may include the following:

(1) Research, development, and evaluation of training programs for air traffic controllers, aviation safety inspectors, airway transportation safety specialists, and engineers.

(2) Research and development of best practices for recruitment of individuals into the aviation field for mission critical positions.

(3) Research, in consultation with other relevant Federal agencies, to develop a baseline of general aviation employment statistics and an analysis of future needs in the aviation field.

(4) Research and the development of a comprehensive assessment of the airframe and power plant technician certification process and its effect on employment trends.

(5) Evaluation of aviation maintenance technician school environments.

(6) Research and an assessment of the ability to develop training programs to allow for the transition of recently unemployed and highly skilled mechanics into the aviation field.

#### **SEC. 909. INTERAGENCY RESEARCH ON AVIATION AND THE ENVIRONMENT.**

(a) **IN GENERAL.**—Using amounts made available under section 48102(a) of title 49, United States Code, the Administrator, in coordination with NASA and after consultation with other relevant agencies, may maintain a research program to assess the potential effect of aviation activities on the environment and, if warranted, to evaluate approaches to address any such effect.

#### **(b) RESEARCH PLAN.**

(1) **IN GENERAL.**—The Administrator, in coordination with NASA and after consultation with other relevant agencies, shall jointly develop a plan to carry out the research under subsection (a).

(2) **CONTENTS.**—The plan shall contain an inventory of current interagency research being undertaken in this area, future research objectives, proposed tasks, milestones, and a 5-year budgetary profile.

#### **(3) REQUIREMENTS.**—The plan—

(A) shall be completed not later than 1 year after the date of enactment of this Act;

(B) shall be submitted to Congress for review; and

(C) shall be updated, as appropriate, every 3 years after the initial submission.

#### **SEC. 910. AVIATION FUEL RESEARCH AND DEVELOPMENT PROGRAM.**

(a) **IN GENERAL.**—Using amounts made available under section 48102(a) of title 49, United States Code, the Administrator, in coordination

with the Administrator of NASA, shall continue research and development activities into the qualification of an unleaded aviation fuel and safe transition to this fuel for the fleet of piston engine aircraft.

(b) REQUIREMENTS.—In carrying out the program under subsection (a), the Administrator shall, at a minimum—

(1) not later than 120 days after the date of enactment of this Act, develop a research and development plan containing the specific research and development objectives, including consideration of aviation safety, technical feasibility, and other relevant factors, and the anticipated timetable for achieving the objectives;

(2) assess the methods and processes by which the FAA and industry may expeditiously certify and approve new aircraft and recertify existing aircraft with respect to unleaded aviation fuel;

(3) assess technologies that modify existing piston engine aircraft to enable safe operation of the aircraft using unleaded aviation fuel and determine the resources necessary to certify those technologies; and

(4) develop recommendations for appropriate policies and guidelines to facilitate a transition to unleaded aviation fuel for piston engine aircraft.

(c) COLLABORATION.—In carrying out the program under subsection (a), the Administrator shall collaborate with—

(1) industry groups representing aviation consumers, manufacturers, and fuel producers and distributors; and

(2) other appropriate Federal agencies.

(d) REPORT.—Not later than 270 days after the date of enactment of this Act, the Administrator shall provide to 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 on the plan, information obtained, and policies and guidelines developed pursuant to subsection (b).

#### SEC. 911. RESEARCH PROGRAM ON ALTERNATIVE JET FUEL TECHNOLOGY FOR CIVIL AIRCRAFT.

(a) IN GENERAL.—Using amounts made available under section 48102(a) of title 49, United States Code, the Administrator shall establish a research program to assist in the development and qualification of jet fuel from alternative sources (such as natural gas, biomass, ethanol, butanol, and hydrogen) and other renewable sources.

(b) AUTHORITY TO MAKE GRANTS.—The Administrator shall carry out the program through the use of grants or other measures authorized under section 106(l)(6) of such title, including reimbursable agreements with other Federal agencies.

(c) PARTICIPATION IN PROGRAM.—

(1) PARTICIPATION OF EDUCATIONAL AND RESEARCH INSTITUTIONS.—In carrying out the program, the Administrator shall include participation by—

(A) educational and research institutions that have existing facilities and leverage private sector partnerships; and

(B) consortia with experience across the supply chain, including with research, feedstock development and production, small-scale development, testing, and technology evaluation related to the creation, processing, production, and transportation of alternative aviation fuel.

(2) USE OF NASA FACILITIES.—In carrying out the program, the Administrator shall consider utilizing the existing capacity in aeronautics research at Langley Research Center, Glenn Research Center, and other appropriate facilities of NASA.

(d) DESIGNATION OF INSTITUTION AS A CENTER OF EXCELLENCE.—

(1) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator may designate an institution described in subsection (c)(1)(A) as a Center of Excellence for Alternative Jet-Fuel Research in Civil Aircraft.

(2) EFFECT OF DESIGNATION.—The center designated under paragraph (1) shall become, upon its designation—

(A) a member of the Consortium for Continuous Low Energy, Emissions, and Noise of the FAA; and

(B) part of a Joint Center of Excellence with the Partnership for Air Transportation Noise and Emission Reduction FAA Center of Excellence.

#### SEC. 912. REVIEW OF FAA'S ENERGY-RELATED AND ENVIRONMENT-RELATED RESEARCH PROGRAMS.

(a) REVIEW.—Using amounts made available under section 48102(a) of title 49, United States Code, the Administrator shall enter into an arrangement for an independent external review of FAA energy-related and environment-related research programs. The review shall assess whether—

(1) the programs have well-defined, prioritized, and appropriate research objectives;

(2) the programs are properly coordinated with the energy-related and environment-related research programs at NASA, NOAA, and other relevant agencies;

(3) the programs have allocated appropriate resources to each of the research objectives; and

(4) there exist suitable mechanisms for transitioning the research results into the FAA's operational technologies and procedures and certification activities.

(b) REPORT.—Not later than 18 months after the date of enactment of this Act, the Administrator shall submit a report to the Committee on Science, Space, and Technology of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate containing the results of the review.

#### SEC. 913. REVIEW OF FAA'S AVIATION SAFETY-RELATED RESEARCH PROGRAMS.

(a) REVIEW.—Using amounts made available under section 48102(a) of title 49, United States Code, the Administrator shall enter into an arrangement for an independent external review of the FAA's aviation safety-related research programs. The review shall assess whether—

(1) the programs have well-defined, prioritized, and appropriate research objectives;

(2) the programs are properly coordinated with the safety research programs of NASA and other relevant Federal agencies;

(3) the programs have allocated appropriate resources to each of the research objectives;

(4) the programs should include a determination about whether a survey of participants across the air transportation system is an appropriate way to study safety risks within such system; and

(5) there exist suitable mechanisms for transitioning the research results from the programs into the FAA's operational technologies and procedures and certification activities in a timely manner.

(b) AVIATION SAFETY-RELATED RESEARCH PROGRAMS TO BE ASSESSED.—The FAA aviation safety-related research programs to be assessed under the review shall include, at a minimum, the following:

(1) Air traffic control/technical operations human factors.

(2) Runway incursion reduction.

(3) Flightdeck/maintenance system integration human factors.

(4) Airports technology research—safety.

(5) Airport Cooperative Research Program—safety.

(6) Weather Program.

(7) Atmospheric hazards/digital system safety.

(8) Fire research and safety.

(9) Propulsion and fuel systems.

(10) Advanced materials/structural safety.

(11) Aging aircraft.

(12) Aircraft catastrophic failure prevention research.

(13) Aeromedical research.

(14) Aviation safety risk analysis.

(15) Unmanned aircraft systems research.

(c) REPORT.—Not later than 14 months after the date of enactment of this Act, the Administrator shall submit to 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 on the results of the review.

#### SEC. 914. PRODUCTION OF CLEAN COAL FUEL TECHNOLOGY FOR CIVILIAN AIRCRAFT.

(a) ESTABLISHMENT OF RESEARCH PROGRAM.—Using amounts made available under section 48102(a) of title 49, United States Code, the Administrator shall establish a research program related to developing jet fuel from clean coal.

(b) AUTHORITY TO MAKE GRANTS.—The Administrator shall carry out the program through grants or other measures authorized under section 106(l)(6) of such title, including reimbursable agreements with other Federal agencies.

(c) PARTICIPATION IN PROGRAM.—In carrying out the program, the Administrator shall include participation by educational and research institutions that have existing facilities and experience in the development and deployment of technology that processes coal into aviation fuel.

(d) DESIGNATION OF INSTITUTION AS A CENTER OF EXCELLENCE.—Not later than 180 days after the date of enactment of this Act, the Administrator may designate an institution described in subsection (c) as a Center of Excellence for Coal-to-Jet-Fuel Research.

#### SEC. 915. WAKE TURBULENCE, VOLCANIC ASH, AND WEATHER RESEARCH.

Not later than 60 days after the date of enactment of this Act, the Administrator shall—

(1) initiate an evaluation of proposals related to research on the nature of wake vortices that would increase national airspace system capacity by reducing existing spacing requirements between aircraft of all sizes;

(2) begin implementation of a system to improve volcanic ash avoidance options for aircraft, including the development of a volcanic ash warning and notification system for aviation; and

(3) coordinate with NOAA, NASA, and other appropriate Federal agencies to conduct research to reduce the hazards presented to commercial aviation related to—

(A) ground de-icing and anti-icing, ice pellets, and freezing drizzle;

(B) oceanic weather, including convective weather;

(C) en route turbulence prediction and detection; and

(D) all hazards during oceanic operations, where commercial traffic is high and only rudimentary satellite sensing is available.

#### SEC. 916. REAUTHORIZATION OF CENTER OF EXCELLENCE IN APPLIED RESEARCH AND TRAINING IN THE USE OF ADVANCED MATERIALS IN TRANSPORT AIRCRAFT.

Section 708(b) of the Vision 100—Century of Aviation Reauthorization Act (49 U.S.C. 44504 note) is amended by striking “for fiscal year 2004” and inserting “for each of fiscal years 2012 through 2015”.

#### SEC. 917. RESEARCH AND DEVELOPMENT OF EQUIPMENT TO CLEAN AND MONITOR THE ENGINE AND APU BLEED AIR SUPPLIED ON PRESSURIZED AIRCRAFT.

(a) IN GENERAL.—Not later than 60 days after the date of enactment of this Act, the Administrator, to the extent practicable, shall implement a research program for the identification or development of appropriate and effective air cleaning technology and sensor technology for the engine and auxiliary power unit bleed air supplied to the passenger cabin and flight deck of a pressurized aircraft.

(b) TECHNOLOGY REQUIREMENTS.—The technology referred to in subsection (a) shall have the capacity, at a minimum—

(1) to remove oil-based contaminants from the bleed air supplied to the passenger cabin and flight deck; and

(2) to detect and record oil-based contaminants in the portion of the total air supplied to the passenger cabin and flight deck from bleed air.

(c) REPORT.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure and the Committee on Science, Space, and Technology of the House of Representatives a report on the results of the research and development work carried out under this section.

**SEC. 918. EXPERT REVIEW OF ENTERPRISE ARCHITECTURE FOR NEXTGEN.**

(a) REVIEW.—The Administrator shall enter into an arrangement for an independent external review of the enterprise architecture for the Next Generation Air Transportation System.

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

(1) highlight the technical activities, including human-system design, organizational design, and other safety and human factor aspects of the system, that will be necessary to successfully transition current and planned modernization programs to the future system envisioned by the Joint Planning and Development Office of the FAA;

(2) assess technical, cost, and schedule risk for the software development that will be necessary to achieve the expected benefits from a highly automated air traffic management system and the implications for ongoing modernization projects; and

(3) determine how risks with automation efforts for the Next Generation Air Transportation System can be mitigated based on the experiences of other public or private entities in developing complex, software-intensive systems.

(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 and 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 containing the results of the review conducted pursuant to subsection (a).

**SEC. 919. AIRPORT SUSTAINABILITY PLANNING WORKING GROUP.**

(a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Administrator shall prepare and submit a problem statement to the Transportation Research Board for the purpose of initiating a study under the Airport Cooperative Research Program on airport sustainability practices.

(b) FUNCTIONS.—The purpose of the study shall be—

(1) to examine and develop best airport practices and metrics for the sustainable design, construction, planning, maintenance, and operation of an airport;

(2) to examine potential standards for a rating system based on the best sustainable practices and metrics;

(3) to examine potential standards for a voluntary airport rating process based on the best sustainable practices, metrics, and ratings; and

(4) to examine and develop recommendations for future actions with regard to sustainability.

(c) REPORT.—Not later than 18 months after the date of initiation of the study, a report on the study shall be submitted to the Administrator and the Committee on Science, Space, and Technology of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

**TITLE X—NATIONAL MEDIATION BOARD**

**SEC. 1001. RULEMAKING AUTHORITY.**

Title I of the Railway Labor Act (45 U.S.C. 151 et seq.) is amended by inserting after section 10 the following:

**“SEC. 10A. RULES AND REGULATIONS.**

“(a) IN GENERAL.—The Mediation Board shall have the authority from time to time to make,

amend, and rescind, in the manner prescribed by section 553 of title 5, United States Code, and after opportunity for a public hearing, such rules and regulations as may be necessary to carry out the provisions of this Act.

“(b) APPLICATION.—The requirements of subsection (a) shall not apply to any rule or proposed rule to which the third sentence of section 553(b) of title 5, United States Code, applies.”.

**SEC. 1002. RUNOFF ELECTION RULES.**

Paragraph Ninth of section 2 of the Railway Labor Act (45 U.S.C. 152) is amended by inserting after the fourth sentence the following: “In any such election for which there are 3 or more options (including the option of not being represented by any labor organization) on the ballot and no such option receives a majority of the valid votes cast, the Mediation Board shall arrange for a second election between the options receiving the largest and the second largest number of votes.”.

**SEC. 1003. BARGAINING REPRESENTATIVE CERTIFICATION.**

Section 2 of the Railway Labor Act (45 U.S.C. 152) is amended by adding at the end the following:

“Twelfth. Showing of interest for representation elections. The Mediation Board, upon receipt of an application requesting that an organization or individual be certified as the representative of any craft or class of employees, shall not direct an election or use any other method to determine who shall be the representative of such craft or class unless the Mediation Board determines that the application is supported by a showing of interest from not less than 50 percent of the employees in the craft or class.”.

**SEC. 1004. OVERSIGHT.**

Title I of the Railway Labor Act (45 U.S.C. 151 et seq.) is amended by adding at the end the following:

**“SEC. 15. EVALUATION AND AUDIT OF MEDIATION BOARD.**

“(a) EVALUATION AND AUDIT OF MEDIATION BOARD.—

“(1) IN GENERAL.—In order to promote economy, efficiency, and effectiveness in the administration of the programs, operations, and activities of the Mediation Board, the Comptroller General of the United States shall evaluate and audit the programs and expenditures of the Mediation Board. Such an evaluation and audit shall be conducted not less frequently than every 2 years, but may be conducted as determined necessary by the Comptroller General or the appropriate congressional committees.

“(2) RESPONSIBILITY OF COMPTROLLER GENERAL.—In carrying out the evaluation and audit required under paragraph (1), the Comptroller General shall evaluate and audit the programs, operations, and activities of the Mediation Board, including, at a minimum—

“(A) information management and security, including privacy protection of personally identifiable information;

“(B) resource management;

“(C) workforce development;

“(D) procurement and contracting planning, practices, and policies;

“(E) the extent to which the Mediation Board follows leading practices in selected management areas; and

“(F) the processes the Mediation Board follows to address challenges in—

“(i) initial investigations of applications requesting that an organization or individual be certified as the representative of any craft or class of employees;

“(ii) determining and certifying representatives of employees; and

“(iii) ensuring that the process occurs without interference, influence, or coercion.

“(b) IMMEDIATE REVIEW OF CERTIFICATION PROCEDURES.—Not later than 180 days after the date of enactment of this section, the Comptroller General shall review the processes ap-

plied by the Mediation Board to certify or decertify representation of employees by a labor organization and make recommendations to the Board and appropriate congressional committees regarding actions that may be taken by the Board or Congress to ensure that the processes are fair and reasonable for all parties. Such review shall be conducted separately from any evaluation and audit under subsection (a) and shall include, at a minimum—

“(1) an evaluation of the existing processes and changes to such processes that have occurred since the establishment of the Mediation Board and whether those changes are consistent with congressional intent; and

“(2) a description of the extent to which such processes are consistent with similar processes applied to other Federal or State agencies with jurisdiction over labor relations, and an evaluation of any justifications for any discrepancies between the processes of the Mediation Board and such similar Federal or State processes.

“(c) APPROPRIATE CONGRESSIONAL COMMITTEE DEFINED.—In this section, the term ‘appropriate congressional committees’ means the Committee on Transportation and Infrastructure of the House of Representatives, the Committee on Commerce, Science, and Transportation of the Senate, and the Committee on Health, Education, Labor, and Pensions of the Senate.”.

**TITLE XI—AIRPORT AND AIRWAY TRUST FUND PROVISIONS AND RELATED TAXES**

**SEC. 1100. AMENDMENT OF 1986 CODE.**

Except as otherwise expressly provided, whenever in this title an amendment or repeal is expressed in terms of an amendment to, or repeal of, a section or other provision, the reference shall be considered to be made to a section or other provision of the Internal Revenue Code of 1986.

**SEC. 1101. EXTENSION OF TAXES FUNDING AIRPORT AND AIRWAY TRUST FUND.**

(a) FUEL TAXES.—Subparagraph (B) of section 4081(d)(2) is amended by striking “February 17, 2012” and inserting “September 30, 2015”.

(b) TICKET TAXES.—

(1) PERSONS.—Clause (ii) of section 4261(j)(1)(A) is amended by striking “February 17, 2012” and inserting “September 30, 2015”.

(2) PROPERTY.—Clause (ii) of section 4271(d)(1)(A) is amended by striking “February 17, 2012” and inserting “September 30, 2015”.

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on February 18, 2012.

**SEC. 1102. EXTENSION OF AIRPORT AND AIRWAY TRUST FUND EXPENDITURE AUTHORITY.**

(a) IN GENERAL.—Paragraph (1) of section 9502(d) is amended—

(1) by striking “February 18, 2012” in the matter preceding subparagraph (A) and inserting “October 1, 2015”, and

(2) by striking the semicolon at the end of subparagraph (A) and inserting “or the FAA Modernization and Reform Act of 2012”.

(b) CONFORMING AMENDMENT.—Paragraph (2) of section 9502(e) is amended by striking “February 18, 2012” and inserting “October 1, 2015”.

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on February 18, 2012.

**SEC. 1103. TREATMENT OF FRACTIONAL AIRCRAFT OWNERSHIP PROGRAMS.**

(a) FUEL SURTAX.—

(1) IN GENERAL.—Subchapter B of chapter 31 is amended by adding at the end the following new section:

**“SEC. 4043. SURTAX ON FUEL USED IN AIRCRAFT PART OF A FRACTIONAL OWNERSHIP PROGRAM.**

“(a) IN GENERAL.—There is hereby imposed a tax on any liquid used (during any calendar quarter by any person) in a fractional program aircraft as fuel—

“(1) for the transportation of a qualified fractional owner with respect to the fractional ownership aircraft program of which such aircraft is a part, or

“(2) with respect to the use of such aircraft on account of such a qualified fractional owner, including use in deadhead service.

“(b) AMOUNT OF TAX.—The rate of tax imposed by subsection (a) is 14.1 cents per gallon.

“(c) DEFINITIONS AND SPECIAL RULES.—For purposes of this section—

“(1) FRACTIONAL PROGRAM AIRCRAFT.—The term ‘fractional program aircraft’ means, with respect to any fractional ownership aircraft program, any aircraft which—

“(A) is listed as a fractional program aircraft in the management specifications issued to the manager of such program by the Federal Aviation Administration under subpart K of part 91 of title 14, Code of Federal Regulations, and

“(B) is registered in the United States.

“(2) FRACTIONAL OWNERSHIP AIRCRAFT PROGRAM.—The term ‘fractional ownership aircraft program’ means a program under which—

“(A) a single fractional ownership program manager provides fractional ownership program management services on behalf of the fractional owners,

“(B) there are 1 or more fractional owners per fractional program aircraft, with at least 1 fractional program aircraft having more than 1 owner,

“(C) with respect to at least 2 fractional program aircraft, none of the ownership interests in such aircraft are—

“(i) less than the minimum fractional ownership interest, or

“(ii) held by the program manager referred to in subparagraph (A),

“(D) there exists a dry-lease aircraft exchange arrangement among all of the fractional owners, and

“(E) there are multi-year program agreements covering the fractional ownership, fractional ownership program management services, and dry-lease aircraft exchange aspects of the program.

“(3) DEFINITIONS RELATED TO FRACTIONAL OWNERSHIP INTERESTS.—

“(A) QUALIFIED FRACTIONAL OWNER.—The term ‘qualified fractional owner’ means any fractional owner which has a minimum fractional ownership interest in at least one fractional program aircraft.

“(B) MINIMUM FRACTIONAL OWNERSHIP INTEREST.—The term ‘minimum fractional ownership interest’ means, with respect to each type of aircraft—

“(i) a fractional ownership interest equal to or greater than 1/16 of at least 1 subsonic, fixed wing, or powered lift aircraft, or

“(ii) a fractional ownership interest equal to or greater than 1/32 of at least 1 rotorcraft aircraft.

“(C) FRACTIONAL OWNERSHIP INTEREST.—The term ‘fractional ownership interest’ means—

“(i) the ownership of an interest in a fractional program aircraft,

“(ii) the holding of a multi-year leasehold interest in a fractional program aircraft, or

“(iii) the holding of a multi-year leasehold interest which is convertible into an ownership interest in a fractional program aircraft.

“(D) FRACTIONAL OWNER.—The term ‘fractional owner’ means any person owning any interest (including the entire interest) in a fractional program aircraft.

“(4) DRY-LEASE AIRCRAFT EXCHANGE.—The term ‘dry-lease aircraft exchange’ means an agreement, documented by the written program agreements, under which the fractional program aircraft are available, on an as needed basis without crew, to each fractional owner.

“(5) SPECIAL RULE RELATING TO USE OF FRACTIONAL PROGRAM AIRCRAFT FOR FLIGHT DEMONSTRATION, MAINTENANCE, OR TRAINING.—For purposes of subsection (a), a fractional program aircraft shall not be considered to be used for the transportation of a qualified fractional owner, or on account of such qualified fractional owner, when it is used for flight demonstration, maintenance, or crew training.

“(6) SPECIAL RULE RELATING TO DEADHEAD SERVICE.—A fractional program aircraft shall not be considered to be used on account of a qualified fractional owner when it is used in deadhead service and a person other than a qualified fractional owner is separately charged for such service.

“(d) TERMINATION.—This section shall not apply to liquids used as a fuel in an aircraft after September 30, 2021.”

“(2) CONFORMING AMENDMENT.—Subsection (e) of section 4082 is amended by inserting “(other than kerosene with respect to which tax is imposed under section 4043)” after “In the case of kerosene”.

“(3) TRANSFER OF REVENUES TO AIRPORT AND AIRWAY TRUST FUND.—Paragraph (1) of section 9502(b) is amended by redesignating subparagraphs (B) and (C) as subparagraphs (C) and (D), respectively, and by inserting after subparagraph (A) the following new subparagraph:

“(B) section 4043 (relating to surtax on fuel used in aircraft part of a fractional ownership program).”

“(4) CLERICAL AMENDMENT.—The table of sections for subchapter B of chapter 31 is amended by adding at the end the following new item:

“Sec. 4043. Surtax on fuel used in aircraft part of a fractional ownership program.”

“(b) FRACTIONAL OWNERSHIP PROGRAMS TREATED AS NON-COMMERCIAL AVIATION.—Subsection (b) of section 4083 is amended by adding at the end the following new sentence: “Such term shall not include the use of any aircraft before October 1, 2015, if tax is imposed under section 4043 with respect to the fuel consumed in such use or if no tax is imposed on such use under section 4043 by reason of subsection (c)(5) thereof.”

“(c) EXEMPTION FROM TAX ON TRANSPORTATION OF PERSONS.—Section 4261, as amended by this Act, is amended by redesignating subsection (j) as subsection (k) and by inserting after subsection (i) the following new subsection:

“(j) EXEMPTION FOR AIRCRAFT IN FRACTIONAL OWNERSHIP AIRCRAFT PROGRAMS.—No tax shall be imposed by this section or section 4271 on any air transportation if tax is imposed under section 4043 with respect to the fuel used in such transportation. This subsection shall not apply after September 30, 2015.”

“(d) EFFECTIVE DATES.—

“(1) SUBSECTION (a).—The amendments made by subsection (a) shall apply to fuel used after

March 31, 2012.

“(2) SUBSECTION (b).—The amendment made by subsection (b) shall apply to uses of aircraft after March 31, 2012.

“(3) SUBSECTION (c).—The amendments made by subsection (c) shall apply to taxable transportation provided after March 31, 2012.

#### SEC. 1104. TRANSPARENCY IN PASSENGER TAX DISCLOSURES.

“(a) IN GENERAL.—Section 7275 is amended—

“(1) by redesignating subsection (c) as subsection (d),

“(2) by striking “subsection (a) or (b)” in subsection (d), as so redesignated, and inserting “subsection (a), (b), or (c)”, and

“(3) by inserting after subsection (b) the following new subsection:

“(c) NON-TAX CHARGES.—

“(1) IN GENERAL.—In the case of transportation by air for which disclosure on the ticket or advertising for such transportation of the amounts paid for passenger taxes is required by subsection (a)(2) or (b)(1)(B), if such amounts are separately disclosed, it shall be unlawful for the disclosure of such amounts to include any amounts not attributable to such taxes.

“(2) INCLUSION IN TRANSPORTATION COST.—Nothing in this subsection shall prohibit the inclusion of amounts not attributable to the taxes imposed by subsection (a), (b), or (c) of section 4261 in the disclosure of the amount paid for

transportation as required by subsection (a)(1) or (b)(1)(A), or in a separate disclosure of amounts not attributable to such taxes.”

“(b) EFFECTIVE DATE.—The amendments made by this section shall apply to taxable transportation provided after March 31, 2012.

#### SEC. 1105. TAX-EXEMPT BOND FINANCING FOR FIXED-WING EMERGENCY MEDICAL AIRCRAFT.

“(a) IN GENERAL.—Subsection (e) of section 147 is amended by adding at the end the following new sentence: “The preceding sentence shall not apply to any fixed-wing aircraft equipped for, and exclusively dedicated to providing, acute care emergency medical services (within the meaning of section 4261(g)(2)).”

“(b) EFFECTIVE DATE.—The amendment made by this section shall apply to obligations issued after the date of the enactment of this Act.

#### SEC. 1106. ROLLOVER OF AMOUNTS RECEIVED IN AIRLINE CARRIER BANKRUPTCY.

“(a) GENERAL RULES.—

“(1) ROLLOVER OF AIRLINE PAYMENT AMOUNT.—If a qualified airline employee receives any airline payment amount and transfers any portion of such amount to a traditional IRA within 180 days of receipt of such amount (or, if later, within 180 days of the date of the enactment of this Act), then such amount (to the extent so transferred) shall be treated as a rollover contribution described in section 402(c) of the Internal Revenue Code of 1986. A qualified airline employee making such a transfer may exclude from gross income the amount transferred, in the taxable year in which the airline payment amount was paid to the qualified airline employee by the commercial passenger airline carrier.

“(2) TRANSFER OF AMOUNTS ATTRIBUTABLE TO AIRLINE PAYMENT AMOUNT FOLLOWING ROLLOVER TO ROTH IRA.—A qualified airline employee who has contributed an airline payment amount to a Roth IRA that is treated as a qualified rollover contribution pursuant to section 125 of the Worker, Retiree, and Employer Recovery Act of 2008, may transfer to a traditional IRA, in a trustee-to-trustee transfer, all or any part of the contribution (together with any net income allocable to such contribution), and the transfer to the traditional IRA will be deemed to have been made at the time of the rollover to the Roth IRA, if such transfer is made within 180 days of the date of the enactment of this Act. A qualified airline employee making such a transfer may exclude from gross income the airline payment amount previously rolled over to the Roth IRA, to the extent an amount attributable to the previous rollover was transferred to a traditional IRA, in the taxable year in which the airline payment amount was paid to the qualified airline employee by the commercial passenger airline carrier.

“(3) EXTENSION OF TIME TO FILE CLAIM FOR REFUND.—A qualified airline employee who excludes an amount from gross income in a prior taxable year under paragraph (1) or (2) may reflect such exclusion in a claim for refund filed within the period of limitation under section 6511(a) of such Code (or, if later, April 15, 2013).  
 (4) OVERALL LIMITATION ON AMOUNTS TRANSFERRED TO TRADITIONAL IRAS.—

“(A) IN GENERAL.—The aggregate amount of airline payment amounts which may be transferred to 1 or more traditional IRAs under paragraphs (1) and (2) with respect to any qualified employee for any taxable year shall not exceed the excess (if any) of—

“(i) 90 percent of the aggregate airline payment amounts received by the qualified airline employee during the taxable year and all preceding taxable years, over

“(ii) the aggregate amount of such transfers to which paragraphs (1) and (2) applied for all preceding taxable years.

(B) SPECIAL RULES.—For purposes of applying the limitation under subparagraph (A)—

(i) any airline payment amount received by the surviving spouse of any qualified employee, and any amount transferred to a traditional IRA by such spouse under subsection (d), shall be treated as an amount received or transferred by the qualified employee, and

(ii) any amount transferred to a traditional IRA which is attributable to net income described in paragraph (2) shall not be taken into account.

(5) COVERED EXECUTIVES NOT ELIGIBLE TO MAKE TRANSFERS.—Paragraphs (1) and (2) shall not apply to any transfer by a qualified airline employee (or any transfer authorized under subsection (d) by a surviving spouse of the qualified airline employee) if at any time during the taxable year of the transfer or any preceding taxable year the qualified airline employee held a position described in subparagraph (A) or (B) of section 162(m)(3) with the commercial passenger airline carrier from whom the airline payment amount was received.

(b) TREATMENT OF AIRLINE PAYMENT AMOUNTS AND TRANSFERS FOR EMPLOYMENT TAXES.—For purposes of chapter 21 of the Internal Revenue Code of 1986 and section 209 of the Social Security Act, an airline payment amount shall not fail to be treated as a payment of wages by the commercial passenger airline carrier to the qualified airline employee in the taxable year of payment because such amount is excluded from the qualified airline employee's gross income under subsection (a).

(c) DEFINITIONS AND SPECIAL RULES.—For purposes of this section—

(1) AIRLINE PAYMENT AMOUNT.—

(A) IN GENERAL.—The term “airline payment amount” means any payment of any money or other property which is payable by a commercial passenger airline carrier to a qualified airline employee—

(i) under the approval of an order of a Federal bankruptcy court in a case filed after September 11, 2001, and before January 1, 2007, and

(ii) in respect of the qualified airline employee's interest in a bankruptcy claim against the carrier, any note of the carrier (or amount paid in lieu of a note being issued), or any other fixed obligation of the carrier to pay a lump sum amount.

The amount of such payment shall be determined without regard to any requirement to deduct and withhold tax from such payment under sections 3102(a) of the Internal Revenue Code of 1986 and 3402(a) of such Code.

(B) EXCEPTION.—An airline payment amount shall not include any amount payable on the basis of the carrier's future earnings or profits.

(2) QUALIFIED AIRLINE EMPLOYEE.—The term “qualified airline employee” means an employee or former employee of a commercial passenger airline carrier who was a participant in a defined benefit plan maintained by the carrier which—

(A) is a plan described in section 401(a) of the Internal Revenue Code of 1986 which includes a trust exempt from tax under section 501(a) of such Code, and

(B) was terminated or became subject to the restrictions contained in paragraphs (2) and (3) of section 402(b) of the Pension Protection Act of 2006.

(3) TRADITIONAL IRA.—The term “traditional IRA” means an individual retirement plan (as defined in section 7701(a)(37) of the Internal Revenue Code of 1986) which is not a Roth IRA.

(4) ROTH IRA.—The term “Roth IRA” has the meaning given such term by section 408A(b) of such Code.

(d) SURVIVING SPOUSE.—If a qualified airline employee died after receiving an airline payment amount, or if an airline payment amount was paid to the surviving spouse of a qualified airline employee in respect of the qualified airline employee, the surviving spouse of the qualified airline employee may take all actions permitted

under section 125 of the Worker, Retiree and Employer Recovery Act of 2008, or under this section, to the same extent that the qualified airline employee could have done had the qualified airline employee survived.

(e) EFFECTIVE DATE.—This section shall apply to transfers made after the date of the enactment of this Act with respect to airline payment amounts paid before, on, or after such date.

**SEC. 1107. TERMINATION OF EXEMPTION FOR SMALL JET AIRCRAFT ON NON-ESTABLISHED LINES.**

(a) IN GENERAL.—The first sentence of section 4281 is amended by inserting “or when such aircraft is a jet aircraft” after “an established line”.

(b) EFFECTIVE DATE.—The amendment made by this section shall apply to taxable transportation provided after March 31, 2012.

**SEC. 1108. MODIFICATION OF CONTROL DEFINITION FOR PURPOSES OF SECTION 249.**

(a) IN GENERAL.—Section 249(a) is amended by striking “, or a corporation in control of, or controlled by,” and inserting “, or a corporation in the same parent-subsidiary controlled group (within the meaning of section 1563(a)(1) as”.

(b) CONFORMING AMENDMENT.—Section 249(b) is amended—

(1) by striking all that precedes “is the issue price” and inserting:

“(b) ADJUSTED ISSUE PRICE.—For purposes of subsection (a), the adjusted issue price”, and

(2) by striking paragraph (2).

(c) EFFECTIVE DATE.—The amendments made by this section shall apply to repurchases after the date of the enactment of this Act.

**TITLE XII—COMPLIANCE WITH STATUTORY PAY-AS-YOU-GO-ACT OF 2010**

**SEC. 1201. COMPLIANCE PROVISION.**

The budgetary effects of this Act, for the purpose of complying with the Statutory Pay-As-You-Go-Act of 2010, shall be determined by reference to the latest statement titled “Budgetary Effects of PAYGO Legislation” for this Act, jointly submitted for printing in the Congressional Record by the Chairmen of the House and Senate Budget Committees, provided that such statement has been submitted prior to the vote on passage in the House acting first on this conference report or amendment between the Houses.

And the Senate agree to the same.

From the Committee on Transportation and Infrastructure, for consideration of the House bill and the Senate amendment, and modifications committed to conference:

JOHN L. MICA,  
THOMAS E. PETRI,  
JOHN J. DUNCAN, Jr.,  
SAM GRAVES,  
BILL SHUSTER,  
JEAN SCHMIDT,  
CHIP CRAVAACK,  
NICK J. RAHALL II,  
PETER A. DEFazio,  
JERRY F. COSTELLO,  
LEONARD L. BOSWELL,  
RUSS CARNAHAN,

From the Committee on Science, Space, and Technology, for consideration of sections 102, 105, 201, 202, 204, 208, 209, 212, 220, 321, 324, 326, 812, title X, and title XIII of the House bill and sections 102, 103, 106, 216, 301, 302, 309, 320, 327, title VI, and section 732 of the Senate amendment, and modifications committed to conference:

RALPH M. HALL,  
STEVEN M. PALAZZO,  
EDDIE BERNICE JOHNSON,

From the Committee on Ways and Means, for consideration of title XI of the House bill and titles VIII and XI of the Senate amendment, and modifications committed to conference:

DAVE CAMP,  
PATRICK J. TIBERI,

SANDER M. LEVIN,  
Managers on the Part of the House.

JOHN D. ROCKEFELLER IV,  
BARBARA BOXER,  
BILL NELSON,  
MARIA CANTWELL,  
KAY BAILEY HUTCHISON,  
JOHNNY ISAKSON,

From the Committee on Finance:

MAX BAUCUS,  
Managers on the Part of the Senate.

**JOINT EXPLANATORY STATEMENT OF THE COMMITTEE OF CONFERENCE**

The managers on the part of the House and the Senate at the conference on the disagreeing votes of the two Houses on the amendment of the Senate to the bill (H.R. 658), to amend title 49, United States Code, to authorize appropriations for the Federal Aviation Administration for fiscal years 2011 through 2014, to streamline programs, create efficiencies, reduce waste, and improve aviation safety and capacity, to provide stable funding for the national aviation system, and for other purposes, submit the following joint statement to the House and the Senate in explanation of the effect of the action agreed upon by the managers and recommended in the accompanying conference report:

The Senate amendment struck all of the House bill after the enacting clause and inserted a substitute text.

The House recedes from its disagreement to the amendment of the Senate with an amendment that is a substitute for the House bill and the Senate amendment. The committee of conference met on January 31, 2012 (the Senate chairing), and resolved their differences. The differences between the House bill, the Senate amendment, and the substitute agreed to in conference are noted below, except for clerical corrections, conforming changes made necessary by agreements reached by the conferees, and minor drafting and clarifying changes.

**TITLE**

**House Bill**

“FAA Reauthorization and Reform Act of 2011”.

**Senate Bill**

“FAA Air Transportation, Modernization, and Safety Improvement Act”.

**Conference Substitute**

“FAA Modernization and Reform Act of 2012”.

**AMENDMENTS TO TITLE 49, UNITED STATES CODE**

**TERM**

**House Bill**

2011 through 2014.

**Senate Bill**

2010 through 2011.

**Conference Substitute**

2012 through 2015.

**TITLE I—AUTHORIZATIONS**

**AUTHORIZATION LEVELS (\$ IN BILLIONS)**

H101(a), 102, 103/S101, 102, 103, 104

**House bill**

Section 101(a) authorizes the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP) account at: \$3.176 billion for Fiscal Year (FY) 2011; \$3 billion for FY 2012; and \$3 billion for FY 2013; and \$3 billion for FY 2014. It prohibits the use of AIP funds for carrying out the Airport Cooperative Research Program or the Airports Technology Research Program and extends the obligational authority to September 30, 2014. It makes funds obligated in subsection (a) available until they are spent.

Section 102 authorizes the FAA's Facilities and Equipment (F&E) account at: \$2.7 billion

for FY 2011 and \$2.6 billion for FYs 2012 through FY 2014. It removes references to the following accounts: enhanced safety and security for aircraft operations in the Gulf of Mexico; operational benefits of wake vortex advisory system; ground based precision navigational aids; ground based precision navigation; standby power efficiency program; and a pilot program to provide incentives for development of new technologies.

Section 103 authorizes the FAA's Operations account at: \$9.403 billion for FY 2011 and \$9.168 billion for FYs 2012 through FY 2014. It authorizes expenditures necessary for: the Air Traffic Control Collegiate Training Initiative; completion of Alaska aviation safety project regarding 3-D mapping of main aviation corridors; and carrying out the Aviation Safety Reporting System. The FAA's expenditure authority is also extended through 2014. The Secretary of Transportation is permitted to transfer funds from non-safety related programs if appropriated funds are insufficient to meet salary, operations, and maintenance expenses.

*Senate bill*

Section 101 authorizes the FAA's Operations account at \$9.336 billion in FY 2010 and \$9.62 billion in FY 2011.

Section 102 authorizes the FAA's Facilities and Equipment account at \$3.5 billion in FY 2010, of which \$500 million would be derived from the newly-created Air Traffic System Modernization Account (ATSMA); and \$3.6 billion in FY 2011, of which \$500 million would be derived from the new account established by this section.

Section 103 authorizes the FAA's Research, Engineering and Development (R,E,&D) account at \$200 million in FY 2010 and \$206 million in FY 2011. It replaces current statutory language in—§ 48102(a) (which has a breakdown of how the money should be allotted) with the authorization levels only and strikes several paragraphs for the R,E,&D account. It requires the FAA to establish a grant program to promote aviation research at undergraduate and technical colleges, including schools serving Historically Black Colleges and Universities (HBCU) students, Hispanic, Native Alaskan and Hawaiian populations.

Section 104 authorizes the FAA's AIP account at \$4.0 billion for FY 2010 and \$4.1 billion in FY 2011.

*Conference Substitute*

The conference committee agreed to the following funding levels:

Section 101 authorizes the FAA's Airport Improvement Program (AIP) account at \$3.35 billion for FY 2012 through FY 2015.

Section 102 authorizes the FAA's Facilities and Equipment (F&E) account at: \$2.731 billion for FY 2012, \$2.715 for FY 2013, \$2.730 billion for FY 2014 and FY 2015.

Section 103 authorizes the FAA's Operations account at: \$9.653 billion for FY 2012, \$9.539 billion for FY 2013, \$9.596 billion for FY 2014, and \$9.653 billion for FY 2015.

Section 901 authorizes the FAA's Research, Engineering and Development (R,E,&D) account at \$168 million annually for FY 2012 through 2015.

**FUNDING OF AVIATION PROGRAMS**

**H104/S105**

*House bill*

Section 104 modifies the formula that determines the amount made available from the Airport and Airways Trust Fund (Trust Fund) each year to fund the FAA. The section requires the Trust Fund support for aviation programs in FY 2011 be equal to 90 percent of the estimated Trust Fund revenue (taxes plus interest). In FY 2012, FY 2013 and FY 2014, the Trust Fund appropriation should equal the sum of 90 percent of the es-

timated Trust Fund revenue, plus the difference between actual revenue and the Trust Fund appropriation in the second preceding fiscal year. It extends the authorization of appropriations for the general fund to 2014 and makes technical corrections by striking "level" and inserting "estimated level" and by striking "level of receipts plus interest" and replacing it with "estimated level of receipts plus interest." Lastly, it amends enforcement of guarantees by inserting 2014 in place of 2007.

*Senate bill*

Section 105 extends the budgetary treatment for the FAA's accounts through FY 2011.

*Conference Substitute*

House bill modified by moving the dates in the bill forward by one year.

**DELINEMENT OF NEXT GENERATION AIR TRANSPORTATION SYSTEMS**

**H105/S106**

*House bill*

Section 105 requires the list of capital projects that are part of the Next Generation Air Transportation System (NextGen) system be included in the Airway Capital Investment Plan.

*Senate bill*

Section 106 is a similar provision.

*Conference Substitute*

House bill.

**FUNDING FOR ADMINISTRATION EXPENSES FOR AIRPORT IMPROVEMENT PROGRAM**

**H106/S107(a)(b)**

*House bill*

Section 106 authorizes funds for the Airport Improvement Program (AIP) administrative expenses (i.e., AIP approval and oversight, national airport system planning, airport standards development and enforcement, airport certification, and airport-related environmental activities).

*Senate bill*

Section 107(a)(b) authorizes the administrative expenses for the FAA's airports program through FY 2011.

*Conference Substitute*

No provision.

**PASSENGER FACILITY CHARGES**

**H111/S201(b)**

*House bill*

Section 111 defines Passenger Facility Charge (PFC), makes permanent a pilot program that allows the collection of PFCs at non-hub airports, and makes a technical correction changing references of PFCs from "fees" to "charges."

*Senate bill*

Section 201(b) makes a technical correction changing references of PFC from "fees" to "charges".

*Conference Substitute*

House bill.

**AIRPORT ACCESS FLEXIBILITY PROGRAM**

**H112/S201(a)**

*House bill*

Section 112 establishes a pilot program, at no more than five airports, for off-airport intermodal ground access projects related to movement of airport passengers/property, subject to certain conditions.

*Senate bill*

Section 201(a) streamlines the administrative requirements associated with PFCs, while retaining audit controls and FAA project and expenditure oversight. It provides requirements on any airport authority wishing to increase its PFC, or wishing to

impose a PFC to finance an intermodal ground facility.

*Conference Substitute*

No provision.

**GAO STUDY OF ALTERNATIVE MEANS OF COLLECTING PFCs**

**H114(a),113/S202**

*House bill*

Section 114(a) defines "qualifications-based selection" (QBS) as a competitive procurement process under which firms compete for capital improvement projects on the basis of qualifications, past experience, and specific expertise.

Section 113 instructs the U.S. Government Accountability Office (GAO) to conduct a study of alternative means of PFC collection to allow such charges be collected without being included in the ticket price.

*Senate bill*

Section 202 requires a pilot program for direct collection of PFCs via the internet or other means, except through air carriers, under which there would be no cap on the PFC. The GAO is directed to conduct a study of potential alternative means of PFC collection.

*Conference Substitute*

House bill modified by dropping definition of QBS.

**QUALIFICATIONS-BASED SELECTION**

**H114(b)/S—**

*House bill*

Section 114(b) expresses the sense of Congress that airports should consider the use of qualifications-based selection in carrying out capital improvement projects using PFCs collected with the goal of serving the needs of all stakeholders.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

**REFORM AND STREAMLINING OF PFC AUTHORITY AND COLLECTION**

**H—/S201(a)**

*House bill*

No similar provision.

*Senate bill*

Section 201(a) eliminates the existing statutory requirement that PFC funding may only be used for airport capital projects that preserve or enhance airport capacity, safety, or security, or reduce noise. It expedites the PFC application process by directing collection to begin upon filing of annual reports containing required information and after consultation with carriers and public notice requirements instead of waiting for FAA approval of each PFC application. This section establishes a process for filing objections to a PFC project, and allows the Secretary of Transportation to investigate excessive PFC collections or for revenue not being used per law. It provides exceptions to new processes used for intermodal ground access projects and for an increase in PFC, both of which require prior FAA approval before collection.

*Conference Substitute*

House bill.

**TECHNICAL AMENDMENTS AND PFC PILOT PROGRAM AT NON-HUB AIRPORTS**

**H111(b)/S201(a)**

*House bill*

Section 111(b) makes the pilot program for collecting PFCs at non-hub airports permanent.

*Senate bill*

Section 201(a) is a similar provision with minor technical differences.

*Conference Substitute**House bill.*

## PFC ELIGIBILITY FOR BICYCLE STORAGE FACILITIES

H—/S207(b)

*House bill.*

No provision.

*Senate bill*

Section 207(b) prohibits PFCs from being used to construct bicycle storage facilities.

*Conference Substitute**House bill.*

## UPDATE ON OVERFLIGHTS

H121/S706

*House bill*

Section 121 requires the FAA to guarantee existing overflight fees are reasonably related to agency costs for providing air traffic services, and requires the FAA to adjust the fees and begin collection of the appropriate amount. The FAA is authorized to periodically modify the fee based on the cost of providing such service.

*Senate bill*

Section 706 is similar to the House provision, but it directs the FAA to establish an Aviation Rulemaking Committee (ARC) to review overflight fees which the FAA must consult with before making any adjustments to the fees or collection is made.

*Conference Substitute*

House bill modified by removing language creating a special rule for FYs 2011 through 2015 which specified that “in each of fiscal years 2011 through 2015, section 45303(c) shall not apply to any increase in fees collected pursuant to a final rule described in paragraph (4)” and by removing language to issue a final rule with respect to the NPRM published in the Federal Register on September 28, 2010.

## REGISTRATION FEES

H122/S—

*House bill*

Section 122 requires the FAA to establish fees for registration, certification and related services. It specifies amounts for such fees in the provision for eleven services, and requires the FAA to periodically adjust the fees when cost data reveal that the cost of providing the service changes. Lastly, it specifies that fees should be treated as offsetting collections subject to appropriations.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill, but with no amounts specified for the fees.

## AIRPORT MASTER PLANS

H131/S—

*House bill*

Section 131 requires that airport master plans and systems include in their goals a requirement to consider passenger convenience, airport ground access, and access to airport facilities.

*Senate bill*

No similar provision.

*Conference Substitute**House bill.*

## AEROTROPOLIS TRANSPORTATION SYSTEMS

H132/S3—

*House bill*

Section 132 directs the Secretary of Transportation to encourage development of aerotropolis transportation systems, which are planned and coordinated multimodal freight and passenger transportation net-

works that provide efficient, cost-effective, sustainable, and intermodal connectivity to a defined region of economic significance centered around a major airport, as determined by the Secretary.

*Senate bill*

No similar provision.

*Conference Substitute**Senate bill.*AIRPORT IMPROVEMENT PROGRAM (AIP)  
DEFINITIONS

H133/S208(j),215,714(a)

*House bill*

Section 133(a)(1) broadens eligibility for AIP spending to include firefighting and revenue equipment at an airport that serves scheduled passenger operations of air carrier aircraft designed for more than nine passengers instead of the current limit of 20.

Section 133(a)(2) allows AIP funds to be used for glycol recovery vehicles.

Section 133(a)(3) permits AIP funds to be used for mobile refueler parking within a fuel farm at a non-primary airport, if required by an Environmental Protection Agency (EPA) rule, terminal development costs, air conditioning/heating/electricity from terminal facilities, and equipment for parked aircraft to reduce energy consumption.

Section 133(b) amends the definition of airport planning to include an environmental management system and recycling.

Section 133(c) defines “general aviation airport.”

Section 133(d) defines “revenue producing aeronautical support facilities,” which allows non-primary airports to use their entitlements to build or rehabilitate new facilities that can help generate revenue.

Section 133(e) redefines “terminal development” to include development of an airport passenger terminal building, including gates and access roads and walkways.

*Senate bill*

Section 208(j) is the same provision as House section 133(a)(3).

Section 215 is the same provision as House section 133(a)(2).

No similar provision.

No similar provision.

Section 714(a) is the same provision as House section 133(b).

No similar provision.

No similar provision.

*Conference Substitute**House bill.*

## RECYCLING PLANS FOR AIRPORTS

H134/S714(b)

*House bill*

Section 134 requires airport master plans to: address the feasibility of solid waste recycling at an airport, minimizing the generation of waste, operation and maintenance requirements, the review of waste management contracts, and the potential for cost savings or the generation of revenue.

*Senate bill*

Section 714(b) is a similar provision, but includes additional requirements for master plans.

*Conference Substitute**House bill.*

## CONTENTS OF COMPETITION PLANS

H135/S—

*House bill*

Section 135 removes requirements for “patterns of air services” and “airfare levels (as compiled by DOT) compared to other large airports” from the requirements of a competition plan for PFC charges.

*Senate bill*

No similar provision.

*Conference Substitute**House bill.*

## GRANT ASSURANCES

H136/S203

*House bill*

Section 136(a),(b) permits the Secretary of Transportation to allow grants to be used for relocating or replacing existing airport facilities.

Section 136(b)(1) revises requirements on acquiring lands to permit an airport to keep any funds obtained from the sale of lands acquired for noise compatibility purposes and reinvest those funds in the airport or transfer those funds to another airport consistent with the statute. It removes a requirement to return the proportion equal to the government share in acquiring the land to the Secretary.

Section 136(b)(2) sets the priorities which apply to the Secretary’s decision to approve reinvestment or transfer of proceeds from the sale of land acquired for noise compatibility. Priorities are: 1) reinvestments in an approved noise compatibility project; 2) reinvestment in an approved project that is eligible for funding; 3) reinvestment in an approved airport development project that is eligible for funding under § 47114, 47115, or 47117; 4) transfer to a sponsor of another public airport to be reinvested in an approved noise compatibility project; and 5) entry into the Airport and Airway Trust Fund.

Section 136(c) makes a technical correction to 47107(e)(2)(iii) by deleting “the Fund” and inserting “the Airport and Airway Trust Fund established under section 9502 of the Internal Revenue Code of 1986.”

Section 136(d) makes the Competition Disclosure Requirement pilot program permanent. No similar provision.

*Senate bill*

Section 203 is a similar provision.

Section 203 is similar, but allows airports that receive improvement grants for the purchase of land to lease the land and develop the land in a manner compatible with noise buffering purposes.

Section 203 adds that a lease by an airport owner or operator of land acquired for a noise compatibility purpose using an improvement grant will not be considered a disposal, and allows revenues from the lease to be used for ongoing airport operational and capital purposes.

No similar provision.

No similar provision.

Section 203 adds the phrase “serving as noise buffer land” to clarify that such land is one of the land acquisitions subject to disposal at the earliest practicable time after it is no longer needed for the intended noise compatibility purpose.

*Conference Substitute*

House bill with the language from the Senate bill section 203 related to “serving as noise buffer land” added.

## AGREEMENTS GRANTING THROUGH-THE-FENCE ACCESS TO GENERAL AVIATION AIRPORTS

H137/S—

*House bill*

Section 137 requires that the sponsor of a general aviation airport will not be in violation of a grant assurance as a condition for the receipt of federal funds solely because the sponsor entered into an agreement to allow a person, who owns residential real property adjacent to the airport, access to the airfield of the airport.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill modified to include language in the agreement between an airport sponsor

and a property owner prohibiting any aircraft refueling from occurring on that property, and includes a definition of "general aviation airport".

## GOVERNMENT SHARE OF PROJECT COSTS

H138/S204,207

## House bill

Section 138 adds a special rule for transition from small hub to medium hub which limits the government share of funding to 90 percent for the first two years following the change in status. The government share is set at 95 percent for a project at an airport that is receiving subsidized air service and is located in an area that meets one or more of the criteria for economically depressed communities established by the Secretary of Commerce.

## Senate bill

Section 204(a) establishes a special rule to allow for small hub airports that have increased operations and therefore are being reclassified as medium hub airports to retain their eligibility for two years at up to a 95 percent government share of projects costs.

Section 204(b) extends the project cost for transitioning Airport Improvement Project (AIP) projects through FY 2011.

Section 207 sets the government share at 95 percent for certain projects at small airports if it is funded by a grant issued to, and administered, by a State under the State block grant program or for any project at an airport other than a primary airport having at least 0.25 percent of the total number of passenger boardings at all commercial service airports.

## Conference Substitute

## House bill.

## ALLOWABLE PROJECT COSTS

H139/S214,205

## House bill

Section 139(a) amends allowable AIP project costs to include costs for airport development incurred prior to the execution of the grant agreement if: 1) the cost is incurred in the same fiscal year as the execution of the grant agreement; 2) the cost was incurred before execution due to a short construction season in the vicinity of the airport; 3) the cost is in accordance with the approved airport layout plan; 4) the sponsor notifies the Secretary of Transportation before commencing work; 5) the sponsor has an alternative funding source available to fund the project; and/or 6) the sponsor's decision to proceed with the work does not affect the priority assigned to the project by the Secretary for the allocation of discretionary funds.

Section 139(b) amends allowable AIP project costs to include costs incurred to improve the efficiency of an airport building (i.e., a measure designed to meet one or more of the criteria for being considered a high-performance green building as set forth under the Energy Independence and Security Act of 2007), and: 1) the measure is for a project for airport development; 2) the measure is for an airport building that is otherwise eligible for construction assistance; and/or 3) if the measure results in an increase in initial project costs, the increase is justified by expected savings over the life cycle of the project.

Section 139(c) provides the Secretary discretion in determining that the costs of relocating or replacing an airport-owned facility are allowable, to those instances in which: 1) the Government's share will be paid with funds apportioned to the airport sponsor; 2) the Secretary determines that the relocation or replacement is required due to a change in the Secretary's design standards; and 3) the Secretary determines the change is beyond the control of the sponsor.

Section 139(d) clarifies that the Secretary may determine that the cost of constructing revenue-producing aeronautical support facilities at non-primary airports is allowable.

No similar provision.

## Senate bill

Section 214 is a similar provision to House section 142(a), but requires the Secretary to consider the short construction season in some areas when selecting projects for AIP discretionary funding.

No similar provision.

Section 205 is a similar provision to House section 139(c).

No similar provision.

Section 205 includes a requirement for the Administrator to analyze the conclusions of ongoing studies with commercially available bird radar systems within 180 days of enactment and, if it is determined that the systems have no negative impact on existing navigational aids and that the expenditure is appropriate, shall allow purchase of bird-detecting radar systems as an allowable airport development project cost. If the Administrator concludes that such radar systems will not improve or will negatively impact airport safety, the Administrator shall issue a report explaining that determination.

## Conference Substitute

House bill with the inclusion of Senate language on bird radar systems and short construction season.

## VETERANS' PREFERENCE

H140/S208(b)

## House bill

Section 140 amends the definition of "Vietnam-era veteran" and adds veterans from the Afghanistan/Iraq conflict and Persian Gulf War to the definition of those veterans eligible for employment preference on Airport Improvement Program (AIP) projects. It adds a provision requiring that a contract involving labor for carrying out an airport development project under a grant agreement include a preference for the use of small business concerns owned and controlled by disabled veterans.

## Senate bill

Section 208(b) is a similar provision.

## Conference Substitute

## House bill.

## MINORITY AND DISADVANTAGED BUSINESS PARTICIPATION

H141,822/S715,703

## House bill

Section 141 requires the Secretary to establish, within a year of enactment, a mandatory training program for certain airport agents or officials on certifying whether a small business concern qualifies as a small business concern owned and controlled by socially and economically disadvantaged individuals under the Disadvantaged Business Enterprise (DBE) Program.

Section 822 requires the Inspector General of the Department of Transportation (DOT IG) to report on the number of new small business concerns owned and controlled by socially and economically disadvantaged individuals, including those owned by veterans, that participated in the programs and activities funded using the amounts made available under this Act.

No similar provision.

No similar provision.

## Senate bill

Section 715(c) is a similar provision to House section 141.

Section 703 authorizes the appointment of three staff to implement the training program.

Section 715(a), (b), (d), (e), (f) adjusts the personal net worth cap for individuals participating in the DBE program.

Section 715(g) directs the Secretary to create a program to eliminate barriers to small business participation in contract and issue a final rule within one year of enactment.

## Conference Substitute

The conference committee agreed to a modified and merged version of House and Senate bills, including findings of the Senate bill, with clarifications, recounting evidence of discrimination and concluding that a compelling need exists for continuation of the airport disadvantaged business enterprise (DBE) program and the airport concessions DBE program.

## SPECIAL APPORTIONMENT RULES

H142/S208(i), (h)

## House bill

Section 142(a) gives the Secretary of Transportation authority to apportion to an airport sponsor in a fiscal year an amount equal to the minimum apportionment available to the airport sponsor in the previous fiscal year, if the airport received scheduled or unscheduled air service from a large certificated carrier in the calendar year used to calculate the apportionment, and the airport had more than 10,000 passenger boardings in the calendar year used to calculate the apportionment.

Section 142(b) continues a special apportionment for airports that remain affected by the decrease in passengers following the terrorist attacks of September 11, 2001, through 2012.

No similar provision.

## Senate bill

Section 208(i) is a similar provision to House section 142(a) and (b).

Section 208(h) amends the special apportionment categories by change the special apportionment from "thirty five percent" to a fixed amount of "\$300 million" annually for grants for various airport noise, compatible land use, and Clean Air Act compliance projects. It adds certain water quality mitigation projects to those on which such funds may be expended.

## Conference Substitute

House Bill, section 142 with modified dates changed from "2011 and 2012" to "2012 and 2013", and Senate section 208(h) modified with the substitution of "35 percent, but not more than \$300 million".

## UNITED STATES TERRITORIES MINIMUM GUARANTEE

H143/S—

## House bill

Section 143 directs the Secretary of Transportation to apportion AIP amounts for airports in Puerto Rico, does not prohibit the Secretary from making project grants for airports in Puerto Rico from discretionary funds.

## Senate bill

No similar provision.

## Conference Substitute

House bill modified to include language that addresses Puerto Rico and other U.S. territories.

## APPORTIONMENT

H144/S—

## House bill

Section 144 resets the apportionment trigger from \$3.2 billion to \$3 billion.

## Senate bill

No similar provision.

## Conference Substitute

## Senate bill.

## REDUCING APPORTIONMENTS

H145/S—

## House bill

Section 145 addresses inequitable application of apportionment fees charged to passengers in the state of Hawaii.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

MARSHALL ISLANDS, MICRONESIA, AND PALAU

H146/S704(a)

*House bill*

Section 146 makes the Marshall Islands, Micronesia and Palau eligible for AIP discretionary grants and funding from the Small Airport Fund.

*Senate bill*

Section 704(a) is a similar provision.

*Conference Substitute*

House bill.

DESIGNATING CURRENT AND FORMER MILITARY AIRPORTS

H147/S220, 212

*House bill*

Current law allows the Secretary of Transportation to designate current or former military airports eligible for grants under the Military Airport Program (MAP). Section 147(a) adds to the items that must be considered to approve a grant the requirement that it preserves or enhances minimum airfield infrastructure facilities at former military airports to support emergency diversionary operations for transoceanic flights in locations in U.S. jurisdiction or control, and where there is a lack of airports within the distance required by regulations.

Section 147(b) allows up to three general aviation airports to participate in the FAA's Military Airport Program.

Section 147(c) makes current or former military airports eligible to be considered for AIP funding if that airport is found to be critical to the safety of trans-oceanic air traffic.

*Senate bill*

No similar provision.

Section 220 is a similar provision to House section 147(b) and, however it allows a total of three general aviation airports to participate in the Military Airport Program.

Section 212 is a similar provision to House section 147(c).

*Conference Substitute*

House bill modified.

CONTRACT TOWER PROGRAM

H148/S432

*House bill*

Section 148(a) directs the Secretary of Transportation to extend the low activity (Visual Flight Rules) level I air traffic control tower (ATC) contract program to other low-activity towers meeting the requirements set forth by the Secretary of Transportation where the airport operator has requested to participate in the program.

Section 148(a) also adds a special rule which alleviates the responsibility of the airport sponsor or State or local government to paying the portion of the costs that exceed the benefits for a period of 18 months after the Secretary determines that a level I tower operating under this program has a benefit to cost ratio of less than 1.0.

Section 148(b) caps the maximum allowable cost share for an airport with fewer than 50,000 annual passenger enplanements at 20 percent of the cost of operating an ATC tower under the contract tower program, and sunsets this requirement on September 30, 2014.

Section 148(b) also permits the Secretary to use excess funds from the contract tower program intended for level I towers to fund activities for non-approach contract towers.

Section 148(c) increases the maximum amount of funds that can be expended in car-

rying out the Contract Tower Program for non-approach contract towers at not more than \$8.5 million for each of FYs 2011 through 2014.

Section 148(d) increases the limitation on the amount of the federal share of the cost of construction of a non-approach control tower from \$1.5 million to \$2 million.

Section 148(e) requires the establishment of uniform safety standards and requirements for safety assessments of ATC towers that receive funding.

*Senate bill*

Section 432(b) is the same provision as House section 148(b) but caps the maximum allowable local share at 20 percent.

Section 432(a) is the same provision as House section 148(a).

Section 432(c) is a similar provision to House section 148(c), but it specifies that not more than \$9.5 million in FY 2010 and not more than \$10 million in FY 2011 can be used.

Section 432(d) is the same provision as House section 148(d).

Section 432(e) is the same provision as House section 148(e).

*Conference Substitute*

House bill modified by adjusting the authorization levels, and by deleting: (1) language capping the local cost share at 20 percent; and (2) provisions requiring the Secretary of Transportation to expand the Contract Tower Program. Under the agreement (in the modified section), the Secretary retains the authority to expand the program.

RESOLUTION OF DISPUTES CONCERNING AIRPORT FEES

H149/S431

*House bill*

Section 149 updates current law that addresses the resolution of disputes concerning airport fees by the Secretary of Transportation to include foreign air carriers in payment by airports under protest.

*Senate bill*

Section 431 is the same provision.

*Conference Substitute*

House bill.

SALE OF PRIVATE AIRPORT TO PUBLIC SPONSOR

H150/S206

*House bill*

Section 150(a) exempts funds from the sale of an airport to a public sponsor from use restrictions. This exemption applies where the Secretary of Transportation approves the sale, federal grants are provided for any portion of the public sponsor's acquisition of the airport, and certain amounts of remaining airport improvement grants are repaid to the Secretary.

Section 150(a) also specifies that recovery of grant funds are treated as recovery of prior year obligations.

Section 150(b) specifies that this section is applicable to grants issued on or after October 1, 1996.

*Senate bill*

Section 206 is a similar provision to House section 150(a), but it specifies that proceeds are repaid to the Airport and Airway Trust Fund for airport acquisitions.

No similar provision.

Section 206 is an identical provision to House section 150(b).

*Conference Substitute*

House bill.

REPEAL OF CERTAIN LIMITATIONS ON METROPOLITAN WASHINGTON AIRPORTS AUTHORITY (MWAA)

H151/S718

*House bill*

Section 151 repeals the limitations on Metropolitan Washington Aviation Authority to

apply for Airport Improvement Program grants and collect Passenger Facility Charges.

*Senate bill*

Section 718 is a similar provision.

*Conference Substitute*

House bill.

MIDWAY ISLAND AIRPORT

H152/S704(b)

*House bill*

Section 152 provides a four-year extension for the Secretary of Transportation to enter into a reimbursable agreement with the Secretary of the Interior to provide AIP discretionary funds for airport development projects at Midway Island Airport through FY 2014.

*Senate bill*

Section 704(b) is a similar provision, but the extension would expire at the end of the term of the Senate bill in FY 2011.

*Conference Substitute*

House bill.

MISCELLANEOUS AMENDMENTS

H153/S208(a) (c) (e) (f) (g)

*House bill*

Section 153(a) makes a technical change to requirements for the National Plan of Integrated Airport Systems (NPIAS), which comprises all commercial service airports, all reliever airports, and selected general aviation airports.

Section 153(b) permits the Secretary of Transportation to approve a project for terminal development (including multimodal terminal development) in a nonrevenue-producing public-use area of a commercial service airport if the sponsor certifies that the airport: (1) has all the safety equipment required and security equipment required by regulation; (2) provides access for passengers to the area of the airport boarding or exiting aircraft that are not air carrier aircraft; (3) costs are directly related to moving passengers and baggage in air commerce within the airport; and (4) meets the terms necessary to protect the interest of the government.

Section 153(b) directs the Secretary to approve as allowable costs of terminal development (including multimodal terminal development) in a revenue-producing area and construction, reconstruction, repair and improvement in a non-revenue producing parking lot under certain circumstances.

Section 153(b) prohibits the Secretary from distributing more than \$20 million from discretionary funds for terminal development projects at a non-hub airport or a small hub airport that is eligible to receive discretionary funds.

Section 153(c) makes technical changes to the annual reporting requirements by moving the due date to June 1 of each year. Also, it removes the first four report requirements and replaces them with: (1) a summary of airport development and planning completed; (2) a summary of individual grants issued; (3) an accounting of discretionary and apportioned funds allocated; and (4) the allocation of appropriations.

Section 153(d) makes a technical correction to the emission credits provision.

Section 153(e) makes a technical correction to section § 46301(d)(2).

Section 153(f) makes a conforming amendment to § 40117(a)(3)(B) and 47108(e)(3).

Section 153(g) makes a technical correction to the surplus property authority section.

Section 153(h) updates the definition of "Congested Airport" to include the FAA's Airport Capacity Benchmark Report of 2004 "or table 1 of the Federal Aviation Administration's most recent airport capability

benchmark report, as well as the definition of "Joint Use Airport".

*Senate bill*

Section 208(a) is the same as House section 153(a).

No similar provision.

No similar provision.

No similar provision.

Section 208(c) is the same as House section 153(c).

Section 208(e) is the same as House section 153(d).

No similar provision.

Section 208(f) is a similar to House section 153(g).

Section 208(g) is a similar to House section 153(h), but changes definition for "Joint Use Airport".

*Conference Substitute*

House bill.

EXTENSION OF GRANT AUTHORITY FOR COMPATIBLE LAND USE PLANNING AND PROJECTS BY STATE AND LOCAL GOVERNMENTS

H154/S—

*House bill*

Section 154 extends the grant authority for compatible land use planning and projects by State and local governments until September 30, 2014.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

PRIORITY REVIEW OF CONSTRUCTION PROJECTS IN COLD WEATHER STATES

H155/S724

*House bill*

Section 155 instructs the Administrator to schedule reviews of construction projects that are prevented by weather from being carried out before May 1 of each year, or as early as possible.

*Senate bill*

Section 724 directs the Administrator to review, as early as possible, proposed airport projects in those states where, during a typical calendar year, construction could not begin until May 1.

*Conference Substitute*

House bill.

STUDY ON NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS (NPIAS)

H156/S—

*House bill*

Section 156 requires the Secretary of Transportation to study and evaluate the formulation of the National Plan of Integrated Airport Systems (NPIAS) and report to Congress on the findings and recommended changes for formulating the NPIAS and methods to determining the amounts apportioned to airports. The study is to address the following: 1) criteria used for including airports in the plan; 2) changes in airport capital needs as shown in the 2005-2009 and 2007-2011 plans, compared with the amounts apportioned or otherwise made available to individual airports between 2005 and 2010; 3) a comparison of the amounts received by airports under the AIP in airport apportionments, State apportionments, and discretionary grants during fiscal years with capital needs as reported in the plan; 4) the effect of transfers of airport apportionments under title 49 United States Code (U.S.C.); 5) an analysis on the feasibility and advisability of apportioning amounts under 47114(c)(1) to the sponsor of each primary airport for each fiscal year an amount that bears the same ratio to the amount subject to the apportionment for FY 2009 as the number of passenger boardings at the airport

during the prior calendar year bears to the aggregate of all passenger boardings at all primary airports during that calendar year; 6) a documentation and review of the methods used by airports to reach the 10,000 passenger enplanement threshold; and 7) any other matters pertaining to the plan that the Secretary determines appropriate.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

TRANSFERS OF TERMINAL AREA AIR NAVIGATION EQUIPMENT TO AIRPORT SPONSORS

H157/S—

*House bill*

Section 157 establishes a pilot program to allow the Administrator to transfer terminal area air navigation equipment to airport sponsors at a specified number of airports. The airport sponsors must assure the Administrator that the sponsors will operate and maintain the equipment, permit inspections by the Administrator, and will replace equipment as needed. This transfer will include all rights, title and interests of the U.S. to the sponsor at no cost to the sponsor.

*Senate bill*

No similar provision.

*Conference Substitute*

Senate bill.

AIRPORT PRIVATIZATION PROGRAM

H158/S—

*House bill*

Section 158(a) amends current law relating to specific provisions for issuance of exemptions in connection with a transfer of airport operation to a private owner. This section authorizes the Secretary of Transportation to expand the number of airports from five to ten airports. The Secretary is authorized to exempt the selling airport sponsor from the revenue diversion prohibition after the Secretary has consulted the air carrier serving the primary airport, and in the case of non-primary airport, with at least 65 percent of owners of aircraft based at that airport (thereby eliminating the existing requirement that the selling airport sponsor obtain the approval of at least 65 percent of the air carriers serving the airport before the revenue diversion prohibition can be waived.)

Section 158(b) removes the requirement that the Secretary must ensure that the airport fee imposed on air carriers will not increase more than inflation; the percent increase on fees to general aviation will not exceed the percentage of fees imposed on air carriers; and collective bargaining agreements will not be abrogated by sale or lease. It prohibits an airport from imposing a fee on a domestic or foreign air carrier for a return on investment or recovery of principal with respect to consideration paid to public agency for the lease unless the air carriers approve.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill modified by dropping all language except language on expansion of the airport privatization program from five to ten airports.

AIRPORT SECURITY PROGRAM

H—/S208(d)

*House bill*

No similar provision.

*Senate bill*

Section 208(d) sunsets the Airport Security Program.

*Conference Substitute*

House bill.

MINIMUM GUARANTEE

H—/S217

*House bill*

No similar provision.

*Senate bill*

Section 217 amends the Alaska minimum guarantee to permit the Secretary of Transportation to apportion to the local authority of a U.S. Territory the difference between the amount apportioned to the territory and 1.5 percent of the total amount apportioned to all airports under subsections (c) and (d) of 47144.

*Conference Substitute*

Senate bill provision incorporated in the section entitled "United States territories minimum guarantee".

RESEARCH IMPROVEMENT FOR AIRCRAFT

H—/S216

*House bill*

No similar provision.

*Senate bill*

Section 216 expands the type of research that the Administrator may conduct or supervise to include research to support programs designed to reduce gases and particulates emitted by aircraft.

*Conference Substitute*

House bill.

MERRILL FIELD AIRPORT, ANCHORAGE, ALASKA

H—/S218

*House bill*

No similar provision.

*Senate bill*

Section 218 modifies current federal restrictions at Merrill Field Airport in Anchorage, Alaska to facilitate airport and federal highway development.

*Conference Substitute*

Senate bill dropped due to the inclusion of language addressing this provision in the section entitled "Release from Restrictions".

INCLUSION OF MEASURES TO IMPROVE THE EFFICIENCY OF AIRPORT BUILDINGS

H—/S222

*House bill*

No similar provision.

*Senate bill*

Section 222 specifies that AIP funds can be used for updating buildings to meet high-performance green building standards.

*Conference Substitute*

House bill.

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

DEFINITIONS

H201/S327

*House bill*

Section 201 defines the terms: "NextGen," "Automatic Dependent Surveillance Broadcast (ADS-B)", "ADS-B In", "ADS-B Out," "Area Navigation (RNAV)", and "Required Navigation Performance (RNP)."

*Senate bill*

Section 327 sets out definitions for "Administration", "Administrator", "NextGen," and the "Secretary".

*Conference Substitute*

House bill.

NEXTGEN DEMONSTRATIONS AND CONCEPTS

H202/S—

*House bill*

Section 202 directs the Secretary of Transportation when allocating funds to give priority to NextGen-specific programs.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill with minor modification.

## CLARIFICATION OF AUTHORITY TO ENTER INTO REIMBURSABLE AGREEMENTS

H203/S304

*House bill*

Section 203 clarifies FAA's existing authority to perform work for other agencies with or without reimbursement.

*Senate bill*

Section 304 is a similar provision.

*Conference Substitute*

House bill.

## CHIEF NEXTGEN OFFICER

H204/S302,301

*House bill*

Section 204 establishes a new position within the FAA—the Chief NextGen Officer (CNO)—who would be responsible for the implementation of NextGen programs. The Chief NextGen Officer shall be answerable to the Administrator and appointed for a term of 5 years to serve at the pleasure of the Administrator. The section directs the CNO to coordinate NextGen implementation with the Office of Management and Budget and other federal agencies. It requires the CNO to prepare an annual NextGen implementation plan.

*Senate bill*

Section 302 is a similar provision, but with a technical difference and a requirement that the CNO oversee the Joint Planning and Development Office's (JPDO) facilitation of cooperation among all federal agencies whose operations and interests are affected by NextGen implementation.

Section 301 replaces current Management Advisory Council and Air Traffic Services Committee with one governance body—the Air Traffic Control Modernization Oversight Board.

*Conference Substitute*

House bill.

## DEFINITION OF AIR NAVIGATION FACILITY

H205/S310

*House bill*

Section 205 updates and broadens the definition of an air navigation facility to clarify that F&E funding may be used for many capital expenses directly related to the acquisition or improvement of buildings, equipment, and new systems related to the national airspace system and NextGen.

*Senate bill*

Section 310 is a similar provision.

*Conference Substitute*

House bill.

## CLARIFICATION TO ACQUISITION REFORM AUTHORITY

H206/S305

*House bill*

Section 206 repeals a provision with limits on "other than competitive procedures" that conflicts with the FAA's 1996 procurement reform.

*Senate bill*

Section 305 is a similar provision.

*Conference Substitute*

House bill.

## ASSISTANCE TO FOREIGN AVIATION AUTHORITIES

H207/S306

*House bill*

Section 207 clarifies the FAA's current authority to provide air traffic services abroad, whether or not the foreign entity is private

or governmental, and that the FAA may participate in any competition to provide such services. It clarifies that the Administrator may allow foreign authorities to pay in arrears rather than in advance, and that any payment for such assistance may be credited to the current applicable appropriations account.

*Senate bill*

Section 306 is a similar provision.

*Conference Substitute*

House bill.

## NEXT GENERATION AIR TRANSPORTATION SYSTEM JOINT PLANNING AND DEVELOPMENT OFFICE

H208/S309(a)

*House bill*

Section 208(a) elevates the Director of the Joint Planning and Development Office (JPDO) to the level of Associate Administrator for NextGen, reporting directly to the Administrator. The responsibilities of the Director will include: 1) establishing specific quantitative goals for the safety, capacity, efficiency, performance, and environmental impacts of each phase of NextGen planning and development activities; 2) working to ensure global interoperability of NextGen; 3) working to ensure the use of weather information and space weather information in NextGen as soon as possible; 4) overseeing, with the Administrator and in consultation with the Chief NextGen Officer (CNO), the selection of products or outcomes of Research, Engineering and Development activities that should be moved to a demonstration phase; and 5) maintaining a baseline modeling and simulation environment for testing and evaluating alternative concepts to satisfy NextGen enterprise architecture requirements.

Section 208(a) directs the Associate Administrator for NextGen to also be a voting member on the Joint Resources Council.

Section 208(a) requires the JPDO to coordinate NextGen activities with OMB.

Section 208(a) requires the Department of Defense (DOD), Department of Homeland Security (DHS), Department of Commerce, and the National Aeronautics and Space Administration (NASA) to designate a senior official to work with the FAA on NextGen implementation.

Section 208(b) requires the JPDO to develop an Integrated Work Plan that will outline the activities required by partner agencies to achieve NextGen.

Section 208(c) directs FAA to annually publish a NextGen Implementation Plan.

Section 208(d) requires the head of JPDO to develop contingency plans for dealing with the degradation of the system in the event of a disaster or failure.

*Senate bill*

No similar provision.

No similar provision.

No similar provision.

Section 309(a) is a similar provision as House section 208(a), but creates a NextGen Implementation Office, which will be established by FAA, DOD, NASA, Commerce, DHS and other applicable agencies.

No similar provision.

No similar provision.

No similar provision.

*Conference Substitute*

House bill.

## NEXT GENERATION AIR TRANSPORTATION SENIOR POLICY COMMITTEE

H209/S309(b)

*House bill*

Section 209 requires each agency involved in implementing NextGen initiatives to participate in an Air Transportation Senior Pol-

icy Committee. This committee will meet bi-annually and will be responsible for producing an annual report summarizing the progress made in carrying out the NextGen integrated work plan. The Secretary of Transportation is directed to publish an annual report on the date of submission of the President's Budget, summarizing the progress made in carrying out the integrated work plan.

*Senate bill*

Section 309(b) is a similar provision but with a requirement that the Senior Policy Committee meet once each quarter.

*Conference Substitute*

House bill.

## IMPROVED MANAGEMENT OF PROPERTY INVENTORY

H210/S311

*House bill*

Section 210 clarifies FAA's current authority to purchase and sell property needed for airports and air navigation facilities, and includes the authority to retain funds associated with disposal of property.

*Senate bill*

Section 311 is a similar provision, but does not allow these funds to be used to offset costs of property disposal.

*Conference Substitute*

House bill.

## AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST SERVICES

H211/S315

*House bill*

Section 204 requires an annual audit by the DOT IG of the FAA's ADS-B program to assist Congress in creating FAA accountability for implementing the ADS-B program. It directs the Administrator to initiate a rulemaking proceeding within one year after the date of enactment to issue guidelines and regulations relating to ADS-B In technology. Requires the Chief NextGen Officer to verify that the necessary ground infrastructure is installed and functioning properly, certification standards have been approved, and appropriate operational platforms interface safely and efficiently before the date on which all aircraft are required to be equipped with ADS-B In technology. The Administrator is directed to develop, in consultation with employee and industry groups, plans for the use of ADS-B technology, including testing, controller training, and policy for early aircraft equipage.

*Senate bill*

Section 315 is a similar provision, but requires a defined budget and the identification of actual benefits to national airspace system (NAS) users including small and medium-sized airports and the general aviation community. It requires two rulemakings by the FAA: 1) to complete a rulemaking procedure within 45 days of enactment and mandate that all aircraft should be equipped with ADS-B Out technology by 2015; and 2) to initiate a rulemaking procedure on ADS-B In technology and require all aircraft to be equipped with ADS-B In by 2018. The FAA is required to create a plan for ADS-B technology use by air traffic control by 2015, including a test of ADS-B prior to 2015 within the plan. It sets conditional extensions of the deadline for equipping aircraft with ADS-B technology.

*Conference Substitute*

House bill modified to include an additional requirement in the DOT IG review to identify "any potential operational or workforce changes resulting from deployment of ADS-B".

## ACCELERATION OF NEXTGEN TECHNOLOGIES

H213/S314,510

*House bill*

Section 213(a) requires the Administrator to publish a report within six months (but after consultation with employee groups) that includes how FAA will develop: 1) Area Navigation and Required Navigation Performance (RNAV/RNP) procedures at 35 Operational Evolution Partnership (OEP) airports identified by FAA; 2) a description of requirements to implement them; 3) an implementation plan; 4) an assessment of the cost/benefit for using third parties to develop procedures; and 5) a process for creating future RNAV/RNP procedures. (The FAA is directed to implement 30 percent of these procedures within 18 months, 60 percent within 36 months, and 100 percent by June 2015.

Section 213(b) establishes a charter with Performance Based Navigation ARC as necessary to establish priorities in navigation performance and area navigation procedures based on potential safety and efficiency benefits to the NAS, including small and medium hub airports.

Section 213(c) states that performance and area navigation procedures under this section shall be presumed covered by categorical exclusion in Chapter 3 of FAA Order 1050.1E.

Section 213(d) directs the Administrator to submit a development plan in one year for nationwide data communications systems.

Section 213(e) instructs the Administrator to outline in the NextGen Implementation Plan what utilization of ADS-B, RNP and other technologies included as part of NextGen implementation will display position of aircraft more accurately, and the feasibility of reducing aircraft separation standards. Should it be deemed feasible to reduce aircraft separation standards, the Administrator shall produce a timetable for implementation of such standards.

Section 213(f) establishes a program in which the Administration will utilize third parties to develop air traffic procedures.

*Senate bill*

Section 314 directs the Administrator to publish a report within six months, after consultation with stakeholders, including the development of: 1) RNP/ RNAV procedures at 137 airports; 2) a description of the activities required for their implementation; 3) an implementation plan that includes baseline and performance metrics; 4) assessment of the benefits/costs of using third parties to develop the procedures; and 5) a process for the creation of future RNP and RNAV procedures. The Administrator must implement 30 percent of the procedures within 18 months of enactment, 60 percent within 36 months of enactment, and 100 percent by 2014. The Administrator is directed to create a plan for the implementation of procedures at the remaining airports across the country. It would require 25 percent of the procedures at these airports to be implemented within 18 months after enactment, 50 percent within 30 months after enactment; 75 percent within 42 months after enactment, and 100 percent before 2016. The charter of the Performance Based Navigation ARC is extended and directs it to establish priorities for development of the RNP/RNAV procedures based on potential safety and congestion benefits. It would require that the process of the development of such procedures be subject to a previously established environmental review process. The FAA is directed to provide Congress with a deployment plan for the implementation of a nationwide data communications system to support NextGen air traffic control and a report evaluating the ability of NextGen technologies to facilitate

improved performance standards for aircraft in the NAS.

*Conference Substitute*

House bill modified to change language to separate OEP and non-OEP airports to establish separate timelines and milestones, to require the FAA to provide a categorical exclusion for RNP/RNAV procedures that would lead to a reduction in aircraft fuel consumption, emissions and noise on an average per flight basis, and to direct the Administrator to establish a program under which the Administrator is authorized to utilize the services of qualified third parties in the development, testing, and maintenance of flight procedures.

## DOT INSPECTOR GENERAL REVIEW OF OPERATIONAL APPROACH PROCEDURES BY THIRD PARTY

H—/S510(b)

*House bill*

No similar provision.

*Senate bill*

Section 510(b) directs the DOT IG review and report to Congress on FAA's oversight of third party development of flight procedures, the extent of new flight procedures developed by third parties, and whether FAA has the resources to develop these procedures without the use of third parties.

*Conference Substitute*

House bill.

## PERFORMANCE METRICS

H214/S317

*House bill*

Section 214 requires the FAA, within 180 days after enactment, to establish and track NextGen related performance metrics within the national airspace system and to submit an annual report to Congress based on the results of the study.

*Senate bill*

Section 317 is a similar provision, but it has some different metrics including ones to demonstrate reduced fuel burn and emissions.

*Conference Substitute*

House bill. The conference committee believes that performance metrics are the best way to evaluate the FAA's progress in implementing NextGen. With these metrics, Congress and the public will be able to determine the Administration's real progress in the delivery of NextGen benefits, which is the goal of the NextGen program.

## CERTIFICATION STANDARDS AND RESOURCES

H215/S318

*House bill*

Section 215 requires the FAA to develop a plan to accelerate the certification of NextGen technologies.

*Senate bill*

Section 318 is a similar provision, but it prohibits the FAA from making any distinction between publicly and privately owned equipment when determining certification requirements.

*Conference Substitute*

House bill modified to include language prohibiting the FAA from making any distinction between publicly and privately owned equipment when determining certification requirements.

## SURFACE SYSTEMS ACCELERATION

H216/S321

*House bill*

Section 216 directs the Chief Operation Officer of the Air Traffic Organization (ATO) to: 1) evaluate Airport Surface Detection Equipment-Model X (ASDE-X); 2) evaluate

airport surveillance technologies; 3) accelerate implementation of ASDE-X; and 4) carry out additional duties as required by the Administrator. The Administrator is required to consider options for expediting the certification of Ground-Based Augmentation System (GBAS) technology, and develop plans to utilize such a system at the 35 OEP airports by September 30, 2012.

*Senate bill*

Section 321 is a similar provision, however it directs the FAA to consider expediting the certification of Ground Based Augmentation Systems (GBAS) technology and develop a plan to utilize it at the 35 OEP airports by September 30, 2012.

*Conference Substitute*

House bill.

## INCLUSION OF STAKEHOLDERS IN AIR TRAFFIC CONTROL MODERNIZATION PROJECTS

H217/S322

*House bill*

Section 217 requires the Administrator to create a process for including union employees in the planning, development, and deployment of air traffic control projects. Within 180 days of enactment, the FAA must report to Congress on implementation of this provision.

*Senate bill*

Section 322 is a similar provision, but it provides travel and per diem expenses for the employees.

*Conference Substitute*

House bill modified, directing the Administrator to include qualified employees selected by each collective bargaining representative of employees affected by air traffic control modernization projects. Includes provision for employees to receive per diem reimbursement, if appropriate, however, the Administrator is prohibited from paying overtime expenses except in extraordinary circumstances. The provision also directs participants to adhere to deadlines and milestones to help keep NextGen on schedule.

## AIRSPACE REDESIGN

H218/S—

*House bill*

Section 218 contains Findings of Congress that the FAA redesign efforts will play a critical role in enhancing capacity, reducing delays, and transitioning to more flexible routing. Additionally, the Findings state that funding cuts have led to delays and deferrals to critical capacity enhancing airspace redesign efforts, and several new runways planned for in FY 2011 and FY 2012 will not provide estimated capacity benefits without additional funds. It also requires the Administrator to work with the New York/New Jersey Port Authority to monitor the noise impacts of the redesign and submit a report to Congress on those impacts in one year.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

## STUDY ON FEASIBILITY OF DEVELOPMENT OF A PUBLIC INTERNET WEB BASED RESOURCE ON LOCATIONS OF POTENTIAL AVIATION OBSTRUCTIONS

H219/S—

*House bill*

Section 219 instructs the Administrator to carry out a study on the feasibility of developing publicly searchable web-based resources with information regarding height, latitudinal and longitudinal locations of guywire and free-standing tower obstructions.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

## NEXTGEN RESEARCH AND DEVELOPMENT CENTER OF EXCELLENCE

## H220/S—

*House bill*

Section 220 permits the Administrator to enter into an agreement on a competitive basis to assist the establishment of a Center of Excellence for the research and development of NextGen technologies.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

## PUBLIC-PRIVATE PARTNERSHIPS

## H221/S—

*House bill*

Section 221 directs the Administrator to develop a plan to expedite the equipage of general aviation and commercial aircraft with NextGen technologies.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill modified to include language on NextGen public private partnership program. The language describes financial instruments which the Secretary may use to facilitate public-private financing. In addition, language establishing an avionics incentive program for facilitating the acquisition and installation of equipment that is deemed to be in the interest of achieving NextGen capabilities in commercial and general aviation aircraft. Language regarding limitation on principal is included with language regarding collateral, fees and premiums as well as use of funds.

Subject to the availability of funds, the Secretary, or his/her designee, may guarantee loans with deferred repayment schedules, provided that in establishing the decisional criteria for the period of deferral, the Secretary or his designee shall consider the terms of the deferral established by other transportation loan guarantee programs and when equipment qualifying under subsection (A) of this section will be put to beneficial use in aircraft. The Secretary shall ensure that any such applications are reviewed under procedures similar to those established for the Railroad Rehabilitations and Improvement Financing program. The authority of the Secretary to issue credit assistance terminates 5 years after the date of establishment of the Incentive Program.

In reviewing and evaluating applications for loan guarantees, the Secretary or his/her designee shall reference similar provisions in Sections 821, 822, and 823 of the Railroad Rehabilitation and Improvement Financing program, 800 et seq. of Title 45, U.S.C. when considering the following: (a) the estimated cost to the federal government of providing the requested form and amount of assistance; (b) the estimated public and aviation system benefits to be derived from installing the required avionics in the most timely manner; (c) the amount of private sector funding that will be committed and the amount of private sector capital placed at risk; and (d) the likelihood of default by borrowers.

## FACILITATION OF NEXTGEN AIR TRAFFIC SERVICES

## H—/S303

*House bill*

No similar provision.

*Senate bill*

Section 303 describes the factors that the FAA would consider in determining whether

to accept the provision of air traffic services by non-governmental providers.

*Conference Substitute*

House bill.

## OPERATIONAL INCENTIVES

## H—/S316

*House bill*

No similar provision.

*Senate bill*

Section 316 requires the FAA to issue a report to identify incentives to encourage the equipping of aircraft with NextGen technologies—including a “best equipped, best served” approach.

*Conference Substitute*

Senate bill.

## EDUCATIONAL REQUIREMENTS

## H—/S312

*House bill*

No similar provision.

*Senate bill*

Section 312 requires FAA to reimburse Department of Defense (DOD) for the cost of DOD-provided education of dependents of FAA employees stationed in Puerto Rico and Guam.

*Conference Substitute*

Senate bill.

## STATE ADS-B EQUIPAGE BANK PILOT PROGRAM

## H—/S324

*House bill*

No similar provision.

*Senate bill*

Section 324 authorizes the Secretary of Transportation to enter into cooperative agreements with up to five states to establish ADS-B equipage banks for making loans and providing other assistance to public entities.

*Conference Substitute*

House bill.

## REPORT ON FUNDING FOR NEXTGEN TECHNOLOGY

## H—/S319

*House bill*

No similar provision.

*Senate bill*

Section 319 requires the FAA to report on: 1) a financing proposal to fund the development and implementation of NextGen technology; and 2) recommendations for operational benefits that could be provided to aircraft for early equipage with NextGen technologies.

*Conference Substitute*

House bill.

## AIR TRAFFIC CONTROLLER STAFFING INITIATIVES AND ANALYSIS

## H—/S325

*House bill*

No similar provision.

*Senate bill*

Section 325 directs the FAA to implement certain DOT IG recommendations with respect to the air traffic control tower at Los Angeles International Airport and the Southern California Terminal Radar Approach Control and Northern California Terminal Radar Approach Control facilities by, among other things, ensuring that classroom space, contract instructors, and simulators are sufficiently available to provide training to trainee air traffic controllers; evenly distributing new trainee controllers across the facilities over the calendar year; and commissioning an independent analysis, in consultation with the controllers' exclusive collective bargaining representative, of overtime scheduling practices.

*Conference Substitute*

Senate bill modified by removing language that would limit application of this section to only the facilities named above. In addition, directs the Administrator, as soon as practicable, to assess training programs at air traffic control facilities with below-average success rates and prioritize such efforts to address recommendations for the facilities identified in Inspector General of the Department of Transportation Report Number AV-2009-047.

## SEMIANNUAL REPORT ON STATUS OF GREENER SKIES PROJECT

## H—/S326

*House bill*

No similar provision.

*Senate bill*

Section 326 requires the FAA to report to Congress on a strategy for accelerated implementation of the NextGen operational capabilities produced by the Greener Skies project. Follow-up reports are due 180 days after the first report is submitted and then every 180 days after that until September 30, 2011.

*Conference Substitute*

Senate bill with modified language requiring the first report to be submitted six months after enactment, with follow up reports annually (instead of reports every 180 days) until the pilot program terminates.

## FINANCIAL INCENTIVES FOR NEXTGEN EQUIPAGE

## H—/S328

*House bill*

No similar provision.

*Senate bill*

Section 328 authorizes the FAA Administrator to enter into agreements to fund the costs of equipping aircraft with avionics to enable NextGen technologies, including grants or other financial instruments.

*Conference Substitute*

Senate bill dropped, however House language on public-private partnerships was included.

## TITLE III—SAFETY

## JUDICIAL REVIEW OF DENIAL OF AIRMEN CERTIFICATES

## H301/S502

*House bill*

Section 301 allows a person to seek judicial review of a National Transportation Safety Board order in an appeal of a decision on an application for an airman certificate.

*Senate bill*

Section 328 is a similar provision with minor technical differences.

*Conference Substitute*

House bill.

## RELEASE OF DATA RELATING TO ABANDONED TYPE CERTIFICATES AND SUPPLEMENTAL TYPE CERTIFICATES

## H302/S503

*House bill*

Section 302 authorizes the Administrator to release certificate information without consent of the owner if: 1) the requested data has been inactive for three or more years; 2) the FAA cannot, after due diligence, find the owner of record, or the owner of record's heir; and 3) making the data available will enhance aviation safety. The Administrator shall maintain engineering data in possession of the FAA relating to a type certificate that has been inactive for three or more years.

*Senate bill*

Section 503 is a similar provision but with no language regarding the requirement to maintain data.

*Conference Substitute**House bill.*DESIGN AND PRODUCTION ORGANIZATION  
CERTIFICATES

H303/S504

*House bill*

Section 303 directs the Administrator to issue Certified Design and Production Organization Certificates to aviation manufacturers in order to streamline the certification process and allow FAA to focus its safety resources on primary safety concerns. It clarifies that nothing in this section would affect the FAA's authority to revoke the Certified Design and Production Organization Certificates once issued. The Administrator is directed to start issuing such certificates by January 1, 2013.

*Senate bill*

Section 504 authorizes the Administrator to issue design organization certificates beginning on January 1, 2013.

*Conference Substitute**House bill.*

## CABIN CREW COMMUNICATION

H—/S508

*House bill*

No similar provision.

*Senate bill*

Section 508 requires that flight attendants be able to read, speak and write English well enough to: 1) read and comprehend material; 2) provide direction to, and understand and answer questions from, English-speaking individuals; 3) write incident reports and statements, and log entries and statements; and 4) carry out written and oral instruction regarding the proper performance of their duties. This section does not apply to flight attendants serving solely between points outside the United States.

*Conference Substitute*

Senate bill, however the FAA shall work with air carriers to facilitate compliance through the flight attendant certification requirements of 49 U.S.C. 44728.

## LINE CHECK EVALUATIONS

H316/S722

*House bill*

Section 316 requires the Administrator to sunset, one year after the date of enactment, the requirement for a second yearly line check evaluation for airline pilots over the age of 60, unless the Secretary of Transportation certifies that the additional line check is necessary to ensure safety.

*Senate bill*

Section 722 is a similar provision, but does not require DOT safety certification.

*Conference Substitute**Senate bill.*

## SAFETY OF AIR AMBULANCE OPERATIONS

H310/S507

*House bill*

Section 310 directs the FAA to issue a Notice of Proposed Rulemaking (NPRM) within 180 days to address air ambulance safety. It requires a follow up or rulemaking to address additional Helicopter Emergency Medical Services training. Operators are required to collect and report data to the Administrator on their operations, including the number of flights and hours flown and for the FAA to report on that data 24 months after enactment, and annually thereafter.

*Senate bill*

Section 507 is similar language, but includes fixed-wing ambulance operators within the NPRM and includes a deadline of 60 days. It does not require pilot training, radar

altimeters, survivability equipment, or operational control centers to be addressed within the NPRM. It requires helicopter and fixed wing air ambulance operators to comply with regulations under 14 Code of Federal Regulations (C.F.R.) part 135 whenever there is medical personnel onboard, with certain exceptions. It also requires that terrain awareness and warning systems be onboard helicopter and fixed wing aircraft within one year. The FAA is directed to study and initiate a third rulemaking within one year of enactment to require devices similar to Cockpit Voice Recorders (CVR) and Flight Data Recorders (FDR).

*Conference Substitute*

House bill with modified language to change deadline for the first two rulemakings to June 1, 2012.

PROHIBITION ON PERSONAL USE OF CERTAIN  
DEVICES ON THE FLIGHT DECK

H313/S558

*House bill*

Section 313 prohibits the use of laptops and other personal wireless devices by the flight crew on the flight deck while the aircraft is being operated except if the device is being used for a purpose related to the operation of the aircraft, emergencies or safety, or employment related communications. It authorizes civil penalties for violation of this provision and gives the Administrator the ability to amend, modify, suspend or revoke an operator's certificate for violation of this provision. The Secretary of Transportation is required to initiate a rulemaking within 90 days of enactment; and a final rule is due two years after date of enactment. It directs the Administrator to conduct a study and report to Congress on the sources of distraction for flight crewmembers.

*Senate bill*

Section 558 is a similar provision, except only civil penalties are authorized for violation of this provision. It directs FAA to initiate a rulemaking within 30 days of enactment, and issue a final rule within one year of enactment.

*Conference Substitute**House bill.*INSPECTION OF REPAIR STATIONS LOCATED  
OUTSIDE THE UNITED STATES

H315/S521

*House bill*

Section 315 requires the Administrator to establish and implement a system for assessing the safety of foreign repair stations based on identified risks and consistent with U.S. requirements. The FAA is to initiate inspections as frequently as it determines is warranted by its safety assessment system. The Departments of Transportation and State are required to request members of the International Civil Aviation Organization to establish international standards for drug/alcohol testing of safety inspectors. The Administrator is directed to issue a proposed rule within one year of enactment requiring that all foreign repair station employees responsible for safety-sensitive maintenance functions are subject to an alcohol and controlled substances testing program that is determined acceptable by the FAA and is consistent with the applicable laws of the country in which the repair station is based. The FAA is to provide an annual report within one year of enactment, and annually thereafter, on the Administration's oversight of foreign repair stations and implementation of the foreign repair station safety assessment system.

It instructs the Administrator to notify Congress within 30 days after initiating formal negotiations with a foreign aviation authority or other appropriate foreign government agency on a new maintenance implementation agreement.

*Senate bill*

Section 521 is a similar provision, but directs the FAA to inspect all repair stations, including those abroad, at least twice a year in a manner consistent with United States obligations under international agreements. The inspection results for foreign civil aviation authorities shall be considered if the foreign country has a maintenance safety agreement with the United States.

*Conference Substitute*

House and Senate bills merged and modified, removing language requiring that the report on part 145 repair stations be completed within 1 year of enactment and modified the annual inspections requirement from occurring "as frequently as determined warranted" to annually in a manner that is consistent with U.S. obligations under international agreements, with additional inspections authorized based on identified risks.

ENHANCED TRAINING FOR FLIGHT ATTENDANTS  
AND GATE AGENTS

H—/S562

*House bill*

No similar provision.

*Senate bill*

Section 562 requires that flight attendants and gate agents receive training related to: serving alcohol to passengers; recognizing intoxicated passengers; and dealing with disruptive passengers.

*Conference Substitute*

Senate bill modified by removing references to gate agents from the provision.

LIMITATION ON DISCLOSURE OF SAFETY  
INFORMATION

H337/S554

*House bill*

Section 337 amends Chapter 447, by exempting the following reports and data from being subject to discovery or subpoena or admitted into evidence in a Federal or State court: an Aviation Safety Action Program (ASAP) report; data produced from a Flight Operational Quality Assurance (FOQA) Program; a Line Operations Safety Audit (LOSA) Program report; hazard identification, risk assessment risk control; safety data collected for purpose of assessing/improving aviation safety; and reports, analyses and directed studies based in whole or part on reports from the aforementioned programs including those under the Aviation Safety Information Analysis and Sharing (ASIAS) Programs. Any report or data that is voluntarily provided to the FAA shall be considered to be voluntarily submitted information within the meaning and shall not be disclosed to the public. The FAA may release documents to the public that include summaries, aggregations or statistical analyses based on reports or data described in this section, and the NTSB is not prevented from referring to relevant information. This exemption shall not apply to a report developed or data produced on behalf of a person if that person waives the privileges provided.

*Senate bill*

Section 554 would limit the use of FOQA and ASAP and LOSA data in judicial proceedings. FOQA, ASAP or LOSA data would only be allowed in a judicial proceeding if the judge finds that a party shows that the information is relevant, not otherwise known or available, and demonstrates a particularized need for the information that outweighs the intrusion upon the confidentiality of these programs. If this information is used in a judicial proceeding, the court

would be required to protect it against further dissemination with a protective order and place the information under seal. This section would also prohibit disclosure of this data through the Freedom of Information Act. This section would not prevent the NTSB from referring to information provided under the FOQA, ASAP or LOSA programs.

*Conference Substitute*

House bill modified with technical edits.

**PROHIBITION AGAINST AIMING A LASER POINTER AT AN AIRCRAFT**

H—/S733

*House bill*

No similar provision.

*Senate bill*

Section 733 amends title 18, United States Code, to add a new section 39A to make it a crime to knowingly aim the beam of a laser pointer at an aircraft in the special aircraft jurisdiction of the United States or at the flight path of such aircraft. An individual convicted of this crime is subject to criminal fines or imprisonment up to 5 years. This provision does not apply to: 1) individuals conducting research and development or flight test operations for an aircraft manufacturer or the Federal Aviation Administration; 2) Department of Defense (DOD) or Department of Homeland Security (DHS) personnel conducting research, development, operations, testing or training; or 3) an individual using a laser emergency signaling device to send a distress signal. Section 39A authorizes the Attorney General, in consultation with the Secretary of Transportation, to provide by regulation, after public notice and comment, additional exceptions to this provision as necessary and appropriate. The Attorney General must give written notice of any such proposed regulations to the House and Senate Committees on the Judiciary as well as other specified committees.

*Conference Substitute*

Senate bill with minor modifications.

**AIRCRAFT CERTIFICATION PROCESS REVIEW AND REFORM**

H304/S—

*House bill*

Section 304 directs the Administrator to review the current practices for aircraft certification. It requires that in his/her assessment the Administrator must make recommendations to improve efficiency and reduce costs through streamlining and re-engineering of certification process and issue a report within 180 days.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

**CONSISTENCY OF REGULATORY INTERPRETATION**

H305/S—

*House bill*

Section 305 directs the Administrator to convene an advisory panel to determine the root causes of inconsistent interpretation of regulations by the FAA Flight Standards Service and Aircraft Certification Service, develop recommendations to improve the consistency of interpreting the regulations, and submit these recommendations to Congress within six months.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill with modification of six months to twelve months to submit recommendations to Congress.

**RUNWAY SAFETY**

H306/S501,517

*House bill*

Section 306 requires the Administrator within six months to create a Strategic Runway Safety Plan to address: 1) goals to improve safety; 2) near and long term actions, time frames and resources needed, continuous evaluative process for goals, and review of every commercial service airport; and 3) increased runway safety risks with the expected increased volume of air traffic. It requires a report to Congress by December 31, 2011 outlining a plan to install and deploy systems to alert controller and/or flight crews of potential runway incursions.

*Senate bill*

Section 328 is a similar provision.

*Conference Substitute*

House bill.

**FLIGHT STANDARDS EVALUATION PROGRAM**

H308/S—

*House bill*

Section 308 directs the Administrator to modify the Flight Standards Evaluation Program to include periodic and random audits of air carriers in the agency's oversight, and prohibit an individual from participating in a review or audit of an office with responsibility for an air carrier under the program if the individual had responsibility for inspecting the operations of that carrier in the five year period preceding the date of the review. The Administrator is required to report to Congress within one year of enactment, and annually thereafter on the Flight Standards Evaluation Program.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

**COCKPIT SMOKE**

H309/S—

*House bill*

Section 309 directs U.S. Government Accountability Office to conduct a study on the effectiveness of the FAA's oversight of the use of new technologies to prevent/mitigate effects of dense and continuous smoke in cockpit of aircraft, with a report to be submitted to Congress in one year.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill with modified language changing the report deadline from one year to 18 months.

**OFF-AIRPORT, LOW-ALTITUDE AIRCRAFT WEATHER OBSERVATION TECHNOLOGY**

H311/S—

*House bill*

Section 311 directs the Administrator to conduct a review of off-airport, low-altitude aircraft weather observation technologies, which will include an assessment of technical alternatives, investment analysis, and recommendations for improving weather reporting. A report is required to be submitted to Congress in one year.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

**FEASIBILITY OF REQUIRING HELICOPTER PILOTS TO USE NIGHT VISION GOGGLES**

H312/S—

*House bill*

Section 312 directs the FAA to conduct a study and report to Congress within one year

of enactment on the feasibility and potential risks of requiring all pilots of helicopters providing air ambulance services to use night vision goggles during nighttime operations.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

**MAINTENANCE PROVIDERS**

H314/S522

*House bill*

Section 314 requires the Administrator to issue regulations within three years to mandate that maintenance work on aircraft be performed only by individuals employed by a part 121 air carrier, a part 145 repair station, or a company that provides contract workers to part 121 carriers or part 145 repair stations if the individual meets part 121/145 requirements, works under the supervision of a part 121/145 carrier/station, and carries out the work in accordance with part 121/145.

*Senate bill*

Section 522 is a similar provision.

*Conference Substitute*

Senate bill with modifications, including heading changed to "Maintenance Providers." This section directs the Administrator to require that essential maintenance, regularly scheduled maintenance, and work pursuant to required inspection items must be performed by part 121 carriers, part 145 repair stations, or contractors meeting the requirements of part 121 or 145 certificate holders. Covered work performed by a contractor meeting the requirements of part 121 or 145 certificate holders are subject to the following terms and conditions: 1) the part 121 carrier shall be directly in charge of work; 2) the work shall be carried out according to the part 121 carrier's maintenance manual; and 3) the work shall be performed under the part 121 carrier's supervision and control.

121 air carriers are responsible for ensuring that all maintenance, whether performed by the air carrier itself or performed by another entity under contract with the carrier, is conducted in accordance with the air carrier's maintenance program. When maintenance is performed by another entity, the air carrier continues to be responsible for the oversight of these maintenance providers, who are considered to be an extension of the air carrier's maintenance program. This provision will ensure that oversight responsibility for maintenance remain with the 121 air carrier recognizing supervision and oversight of individuals may be with a Part 145 repair station.

Responsibility for oversight by 121 carriers is not meant to change the permitted work of the Part 145 repair stations. In particular, 145 stations can continue to supervise and oversee the activities of individuals that perform contract maintenance when it is necessary to obtain technical expertise.

**STUDY OF AIR QUALITY IN CABINS**

H—/S564

*House bill*

No similar provision.

*Senate bill*

Section 517 requires the FAA to initiate a study of air quality in aircraft cabins. Additionally, the Administrator would be given the authority to require domestic carriers to allow monitoring of air quality on their aircraft while the study is conducted. The Administrator is required to initiate research and development work on effective air cleaning and sensor technology for the engine and auxiliary power unit for bleed air supplied to the passenger cabin and flight deck of a pressurized aircraft within 180 days of enactment.

*Conference Substitute*

Senate bill modified by removing language requiring the FAA to determine the extent to which the installation of sensors and air filters on commercial aircraft would provide a public health benefit. The conference also agreed that the FAA's authority to monitor air quality may not impose significant costs to air carriers and may not interfere with the carrier's normal use of the aircraft.

## IMPROVED PILOT LICENSES

H307/S—

*House bill*

Section 307 directs the Administrator to issue improved pilot licenses that are tamper-resistant, include a photograph of the individual, and are capable of accommodating a digital photograph, a biometric identifier, or any other unique identifier. It instructs the Administrator to develop methods to determine or reveal if part of license issued has been tampered with.

*Senate bill*

No provision.

*Conference Substitute*

House bill modified by adding new language: 1) directing the Administrator to provide the relevant House and Senate Committees with a timeline for the issuance of pilot licenses; 2) specifying that the new licenses should incorporate biometric identifiers; and 3) requiring that the licenses must comply with established aviation security checkpoint clearance standards. The conference committee recognizes that the federal government is responsible for the screening of all individuals prior to entry into airport sterile areas and expects that efforts to utilize improved pilot certificates will be carried out by the federal government.

## STUDY OF HELICOPTER AND FIXED WING AIR AMBULANCE SERVICES

H—/S717

*House bill*

No similar provision.

*Senate bill*

Section 717 requires the GAO to conduct a detailed study of the air ambulance industry and to make recommendations related to the interaction of state and federal regulations of air ambulances.

*Conference Substitute*

House bill, because the GAO has completed the required study.

## PILOT FATIGUE

H—/S506

*House bill*

No similar provision.

*Senate bill*

Section 506 requires a study of pilot fatigue to be conducted by the National Academy of Sciences and for the FAA to consider the study's findings as part of its rulemaking proceeding on pilot flight time limitations and rest requirements.

*Conference Substitute*

Senate provision dropped because it is included in P.L. 111-216, the Airline Safety and Federal Aviation Administration Extension Act of 2010.

## OCCUPATIONAL SAFETY AND HEALTH STANDARDS FOR FLIGHT ATTENDANTS ON BOARD AIRCRAFT

H—/S509

*House bill*

No similar provision.

*Senate bill*

Section 509 requires the Administrator to establish milestones and a policy statement for the completion of work with the Occupa-

tional Safety and Health Administration (OSHA) begun under the August 2000 Memorandum of Understanding (MOU) regarding the application of OSHA requirements to crewmembers while working in an aircraft.

*Conference Substitute*

Senate bill modified by dropping policy statement principles. The conference committee believes that in initiating development of a policy statement the FAA shall consider the establishment of a coordinating body similar to the Aviation Safety and Health Joint Team established by the August 2000 memorandum of understanding that includes representatives designated by both Administrations to examine the applicability of current and future Occupational Safety and Health Administration regulations; to recommend policies for facilitating the training of Federal Aviation Administration inspectors; and to make recommendations that will govern the inspection and enforcement of safety and health standards on board aircraft in operation and all work-related environments. Any standards adopted by the Federal Aviation Administration shall set forth clearly the circumstances under which an employer is required to take action to address occupational safety and health hazards; the measures required of an employer under the standard; and the compliance obligations of an employer under the standard.

## IMPROVED SAFETY INFORMATION

H—/S511

*House bill*

No similar provision.

*Senate bill*

Section 511 directs the Administrator to issue a final rule regarding re-registration and renewal of aircraft registration, which must include preparing for the expiration of aircraft registration certificates and periodic renewal process, and other measures to promote the accuracy of the Administration's aircraft registry.

*Conference Substitute*

House bill.

## USE OF EXPLOSIVE PEST CONTROL DEVICES

H—/S523

*House bill*

No similar provision.

*Senate bill*

Section 523 requires the FAA to study the use of explosive pest control devices to prevent wildlife strikes to aircrafts and submit a report in six months.

*Conference Substitute*

House bill.

## SUBTITLE B—UNMANNED AIRCRAFT SYSTEMS

## DEFINITIONS

H321/S—

*House bill*

Section 321 defines the terms: "certificate of waiver", "sense and avoid capability", "public unmanned aircraft system", "small unmanned aircraft", "test range", "unmanned aircraft", and "unmanned aircraft system (UAS)."

*Senate bill*

No similar provision.

*Conference Substitute*

House and Senate bills merged to include all of House definitions and Senate definition of "Arctic".

## INTEGRATION OF CIVIL UNMANNED AIRCRAFT SYSTEMS INTO NATIONAL AIRSPACE SYSTEM

H322/S320, 607(a)(b)(d)(e)(f)

*House bill*

Section 322 requires the Secretary of Transportation to develop a plan, in con-

sultation with aviation and Unmanned Aircraft Systems (UAS) industry representatives, within nine months of enactment, for the safe integration of civil UASs into the Nation Airspace (NAS). This plan must contain a review of technologies and research to assist in this goal, recommendations for a rulemaking on the definition of acceptable standards, ensure civil UAS have sense and avoid capability, develop standards and requirements for operator and pilots of UASs, and recommendations. The plan must include a realistic time frame for UAS integration into the NAS, but no later than September 30, 2015. The plan must be submitted to Congress within one year of enactment. The FAA is required to initiate a Notice of Proposed Rulemaking (NPRM) for site integration of UAS within 18 months of the date of enactment of the integration plan.

*Senate bill*

Section 320 requires the FAA to develop a plan within one year to accelerate the integration of UASs into the NAS. This plan must include: 1) a pilot project that includes the integration of UAS into six test sites, representing geographic and climate differences within the United States, by 2012; 2) development of certification, flight standards, and air traffic requirements for UAS; 3) the dedication of funding for research on UAS certification, flight standards, and air traffic control (ATC); 4) coordination of research between NASA and DOD; and 5) verification of the safety of UAS before their integration into the NAS. This section would allow the FAA Administrator to include testing at six test sites as part of the integration plan by 2012. The FAA is directed to work with DOD to certify and develop flight standards for military unmanned aerial systems and to integrate these systems into the NAS as part of the UAS integration plan. The FAA Administrator is required to submit a report describing and assessing the progress made in establishing special use airspace for DOD to develop detection techniques for small UASs.

Section 607 allows the FAA to conduct developmental research on UASs. It would direct the FAA and the National Academy of Sciences to create an assessment of UAS capabilities and would require the National Academy of Sciences to submit a report to Congress on the subject. It requires the FAA to issue a rule to update the most recent policy statement on UASs. The FAA is directed to identify permanent areas in the Arctic where UASs may operate 24 hours a day. The FAA is to take part in cost-share pilot projects designed to accelerate the safe integration of UASs into the NAS.

*Conference Substitute*

House and Senate bills merged. The conference committee directs the Secretary to develop a plan to accelerate the safe integration of unmanned aircraft systems (UAS) into the national airspace system. The Secretary is directed to develop the plan in consultation with the aviation industry, federal agencies using UASs, and the UAS industry as soon as practicable, but no later than September 30, 2015. Concurrent with the integration planning, the Secretary is directed to publish, and update annually, a five-year roadmap describing the activities of the FAA's Unmanned Aircraft Program Office, and its efforts to safely integrate UASs into the national airspace system. The conference committee also directs the Secretary to promulgate rules to allow for integration of small UASs into the national airspace system. The conference committee also directs the Administrator of the Federal Aviation Administration to establish six test ranges until September 30, 2020. Test range locations are not designated in the legislation.

Instead, the Administrator is directed to coordinate with, and leverage resources from, the National Aeronautics and Space Administration and the Department of Defense to select the test ranges based on the criteria set forth in this section. This language is consistent with legislative direction in the National Defense Authorization Act for Fiscal Year 2012 (Public Law 112-81). The intent of the committee is for the Administrator to establish a total of six test ranges under both laws, and not six ranges to be established under each law for a total of twelve. The conference committee directs the Secretary to develop a plan for the use of UASs in the arctic, as defined in this subtitle. Finally, the term “non-exclusionary airspace” was removed as the FAA does not recognize that term. The conference committee intends that when the FAA establishes the program to integrate UASs into the national airspace system at six test ranges, the Administrator shall safely designate airspace for integrated manned and unmanned flight operations in the national airspace system.

**SPECIAL RULES FOR CERTAIN UNMANNED AIRCRAFT SYSTEMS**

H323/S—

*House bill*

Section 323 directs that within 180 days the Secretary of Transportation, prior to completing of the Commercial UAS integration plan, will determine if certain UAS may operate in the NAS. Assessment of the UASs will determine which types of UAS do not create hazard to users of NAS or national security, and whether a certificate of waiver or authorization of airworthiness is required. If the Secretary determines UAS may operate safely in the NAS, the Secretary shall establish requirements of the safe operation of such systems.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

**PUBLIC UNMANNED AIRCRAFT SYSTEMS**

H324/S—

*House bill*

Section 324 directs that within 270 days the Secretary of Transportation will issue guidance on the operation of public UASs to expedite the certificate of authorization process, provide a collaborative process for expansion of access to the NAS, and provide guidance on public entities responsible when operating UASs. By December 31, 2015, the Secretary is required to implement operational and certification standards. The Secretary is directed to enter in agreements, within 90 days, with appropriate government agencies to simplify and expedite the process for issuing certificates of waiver or authorization regarding applications seeking authorization to operate public UAS in the NAS.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

**SAFETY STUDIES**

H325/S—

*House bill*

Section 325 directs the Administrator to conduct all safety studies necessary to support integration of UAS into the NAS.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

**SPECIAL RULE FOR MODEL AIRCRAFT**

H—/S607(g)

*House bill*

No similar provision.

*Senate bill*

Section 607(g) exempts most model airplanes used for recreational or academic use from any UAS regulations established by the FAA.

*Conference Substitute*

Senate bill with modifications. Language including model aircraft for the purposes of sports, competitions and academic purposes is removed and replaced with “hobby”. The modified section includes language requiring that the model aircraft must be operated in a manner that does not interfere with and gives way, to all manned aircraft. In addition, language that requires that model aircraft flown within five miles of an airport will give prior notification to the airport and the air traffic control (ATC), and that model aircraft that are flown consistently within five miles of the ATC will do so under standing agreements with the airports and ATC. Lastly, language is added that will ensure that nothing in this provision will interfere with the Administrator’s authority to pursue enforcement action against persons operating model aircraft who endanger the safety of the national airspace system. In this section the term “nationwide community-based organization” is intended to mean a membership based association that represents the aeromodeling community within the United States; provides its members a comprehensive set of safety guidelines that underscores safe aeromodeling operations within the National Airspace System and the protection and safety of the general public on the ground; develops and maintains mutually supportive programming with educational institutions, government entities and other aviation associations; and acts as a liaison with government agencies as an advocate for its members.

**UNMANNED AIRCRAFT SYSTEMS TEST RANGE**

H326/S607(c)

*House bill*

Section 326 directs the Administrator no later than one year after enactment to establish a program to integrate UASs into the national airspace system at no fewer than four test ranges. The program will include safely designating nonexclusionary airspace for integrated unmanned flight operations, develop certification standards and air traffic requirements, coordinate and leverage the resources of National Air and Space Administration and Department of Defense, address both civil and public UAS, ensure the program is coordinated with NextGen, and provide for verification of safety of UASs. In determining test range locations the Administrator shall consider geographic and climate diversity and consult with NASA and the Air Force.

*Senate bill*

Section 607(c) is a similar provision, but it allows the Administrator to include testing at three test sites as part of the integration plan by 2012. It directs the FAA to work with DOD to certify and develop flight standards for military UASs and to integrate these systems into the NAS as part of the UAS integration plan.

Section 320 establishes a test range program for 10 sites.

*Conference Substitute*

House and Senate bills merged into language that is included in Section 332 “Integration of civil unmanned aircraft into the national airspace system”.

**SUBTITLE C—SAFETY AND PROTECTIONS  
AVIATION WHISTLEBLOWER INVESTIGATION  
OFFICE**

H334/S518

*House bill*

Section 334 establishes an independent Whistleblower investigation office within

the FAA. The Director of this office is to be appointed by the Secretary of Transportation for a five year term. The office is in charge of investigating reports of agency or carrier safety violations, and is to make recommendations to the Administrator. It specifies that the Director cannot be prohibited from initiating an assessment of a complaint and that any evidence of criminal violations must be reported to the Administrator and Inspector General of the Department of Transportation (DOT IG).

*Senate bill*

Section 518 is a similar provision, but it does not require the Secretary to exercise authority under title 5 for the prevention of prohibited personnel actions or require direct reporting by the Director to the Secretary.

*Conference Substitute*

House bill with modified language to authorize the Director of the office created under this section to receive and investigate disclosures from employees of the Administration as well as employees of persons holding certificates issued under title 14 of the Code of Federal Regulations (C.F.R.), if those certificate holders do not have similar in-house reporting programs, relating to possible violation of an order, a regulation, or any other provision of federal law relating to aviation safety.

**POST-EMPLOYMENT RESTRICTIONS FOR FLIGHT STANDARDS INSPECTORS**

H331/S513

*House bill*

Section 331 establishes a two year post-service period for FAA inspectors or persons responsible for oversight of FAA inspectors before they can act as an agent or representative of a certificate holder that they previously had responsibility for while employed at the FAA.

*Senate bill*

Section 513 is a similar provision, but it has a three year post-service restriction.

*Conference Substitute*

House bill.

**REVIEW OF AIR TRANSPORTATION OVERSIGHT SYSTEM DATABASE**

H332/S520

*House bill*

Section 332 requires the FAA to create a process to review the Air Transportation Oversight System (ATOS) database by regional teams to ensure that trends in regulatory compliance are identified, and appropriate corrective actions are taken according to Administration regulations.

*Senate bill*

Section 520 is a similar provision.

*Conference Substitute*

House bill.

**IMPROVED VOLUNTARY DISCLOSURE REPORTING SYSTEM**

H333/S512

*House bill*

Section 333 requires FAA to modify the Voluntary Disclosure Reporting Program (VDRP) to require inspectors to verify that air carriers have implemented comprehensive solutions to correct underlying causes of voluntarily disclosed violations, and confirm, before approving a final report of a violation, that the violation has not been previously discovered by an inspector or self-disclosed by an air carrier. The DOT IG is directed to review the FAA’s implementation of the VDRP program.

*Senate bill*

Section 512 is a similar provision.

*Conference Substitute**House bill.***DUTY PERIODS AND FLIGHT TIME LIMITATIONS APPLICABLE TO FLIGHT CREWMEMBERS****H335/S—***House bill*

Section 335 directs the FAA to initiate a rulemaking within six months of enactment to require commercial pilots who accept additional flight assignments under part 91 of Title 14 Code of Federal Regulations to count the flying time under the additional flight assignments towards the commercial flight time limitations. It requires the Administrator to conduct two separate rulemakings for part 121 and part 135 flight time limitations (the latter rulemaking must be initiated within one year of enactment).

*Senate bill*

No similar provision.

*Conference Substitute**House bill.***CERTAIN EXISTING FLIGHT TIME LIMITATIONS AND REST REQUIREMENTS****H336/S—***House bill*

Section 523 extends the sections 263 and 264 of part 135 of title 14 C.F.R. for part 135 certificate holders providing air ambulance services and pilots and flight crewmembers of all cargo aircraft regarding certain flight times and rest periods shall remain in effect as they were in effect in January 1, 2011. It prohibits the Administrator from issuing, finalizing or implementing a rule as proposed in the FAA docket on "Interpretations of Rest Requirements" published in the register on December 23, 2010, or any similar rule regarding such sections for part 135 certificate holders providing air ambulance services and pilots and flight crewmembers of all cargo aircraft.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill modified by removing language requiring a separate rulemaking and language referencing requirements in effect on January 1, 2011.

**EMERGENCY LOCATOR TRANSMITTERS ON GENERAL AVIATION AIRCRAFT****H—/S553***House bill*

No similar provision.

*Senate bill*

Section 553(a), (b) directs the Administrator to submit an annual report to Congress regarding the recommendations issued by the NTSB consisting of the following: 1) whether the FAA plans to implement the recommendation of the NTSB; 2) if so, what actions the FAA plans to take to implement the recommendation; and 3) if the FAA chooses to not implement a NTSB recommendation, its reasoning for not doing so. This section would require the FAA to submit within 180 days to Congress the above information on all current NTSB recommendations not implemented so far.

Section 553(c) requires the FAA to implement NTSB recommendations relating to the proper installation of emergency locator transmitters (ELTs) on general aviation aircraft.

*Conference Substitute*

Senate bill modified to only keep the ELT language.

**LIABILITY PROTECTION FOR PERSONS IMPLEMENTING SAFETY MANAGEMENT SYSTEMS****H338/S—***House bill*

Section 338 specifies that a person required by the FAA to implement a Safety Manage-

ment System (SMS) may not be held liable for damages in connection with a claim filed in a State or Federal court relating to the person's preparation or implementation of the SMS. The section does not relieve a person from liability for damages resulting from the person's own willful or reckless acts or omissions when demonstrated through evidence. Notwithstanding any other provision of law, a person employed by previously mentioned individuals and responsible for performing functions of an accountable executive, shall be deemed to be acting in the person's official capacity and may not be held liable for damages. A person performing the functions of an accountable executive is not relieved from personal liability for damages resulting from reckless acts or omissions.

*Senate bill*

No similar provision.

*Conference Substitute**Senate bill.***MODIFICATION OF CUSTOMER SERVICE INITIATIVE****H—/S519***House bill*

No similar provision.

*Senate bill*

Section 519 directs the FAA to remove from their customer service initiative, mission statements, and vision statements, any reference to air carriers as "customers". This section instructs the agency to guarantee that these statements should emphasize safety as the agency's highest priority when considering the dissatisfaction of any regulated entity.

*Conference Substitute**House bill.***INDEPENDENT REVIEW OF SAFETY ISSUES****H—/S514***House bill*

No similar provision.

*Senate bill*

Section 514 directs the U.S. Government Accountability Office (GAO) to initiate a review and investigation of air safety issues identified by FAA employees and reported to the Administrator. The GAO must report any findings to the Administrator and relevant Congressional Committees on an annual basis.

*Conference Substitute**House bill.***NATIONAL REVIEW TEAM****H—/S515***House bill*

No similar provision.

*Senate bill*

Section 517 requires the FAA to create a national review team to conduct unannounced, periodic, random reviews of the Administration's oversight of air carriers that will report to the Administrator and the relevant Congressional Committees. Members of the team may not review an air carrier that they previously had responsibility for overseeing. The section would also direct the DOT IG to provide progress reports on the review team's effectiveness to Congress.

*Conference Substitute**House bill.***SAFETY INSPECTIONS OF REGIONAL CARRIERS****H—/S559***House bill*

No similar provision.

*Senate bill*

Section 559 instructs the Administrator to make random, on-site safety inspections of regional air carriers at least once a year.

*Conference Substitute*

Senate bill dropped because it is included in P.L. 111-216, the Airline Safety Federal Aviation Administration Extension Act of 2010.

**OVERSIGHT OF PILOT FLIGHT TRAINING SCHOOLS****H—/S561***House bill*

No similar provision.

*Senate bill*

Section 561 directs the Administrator to submit a plan to Congress detailing the FAA's plans to enforce oversight of Pilot Training Schools.

*Conference Substitute*

Senate bill dropped because it is included in P.L. 111-216, the Airline Safety Federal Aviation Administration Extension Act of 2010.

**FEDERAL AVIATION ADMINISTRATION PILOT RECORDS DATABASE****H—/S551***House bill*

No similar provision.

*Senate bill*

Section 551 requires that part 121 air carriers review a pilot's entire history before making hiring decisions. It would mandate that the FAA develop and maintain a comprehensive database of pilot records, including both FAA records and air carrier records. It contains provisions permitting pilots to review and correct their records.

*Conference Substitute*

Senate bill dropped because it is included in P.L. 111-216, the Airline Safety Federal Aviation Administration Extension Act of 2010.

**AIR CARRIER SAFETY MANAGEMENT SYSTEMS****H—/S552***House bill*

No similar provision.

*Senate bill*

Section 552 directs the FAA to initiate a rulemaking requiring all part 121 air carriers to implement three safety programs as part of their Safety Management Systems (SMS) including: an Aviation Safety Action Program (ASAP), a Flight Operational Quality Assurance (FOQA) program, and a Line Operations Safety Audit (LOSA) program. It would require that the FAA implement employee protections for the ASAP and FOQA programs and mandate that the FAA Administrator consider the viability of integrating cockpit voice recorder data into safety oversight practices and guarantee that the agency enforce safety regulations in a consistent manner.

*Conference Substitute*

Senate bill dropped because it is included in P.L. 111-216, the Airline Safety Federal Aviation Administration Extension Act of 2010.

**IMPROVED FLIGHT OPERATIONAL QUALITY ASSURANCE, AVIATION SAFETY ACTION, AND LINE OPERATIONAL SAFETY AUDIT PROGRAMS****H—/S554***House bill*

No similar provision.

*Senate bill*

Section 554 would limit the use of FOQA and ASAP and LOSA data in judicial proceedings. FOQA, ASAP or LOSA data would only be allowed in a judicial proceeding if the judge finds that a party shows that the information is relevant, not otherwise known or available, and demonstrates a particularized need for the information that outweighs the intrusion upon the confidentiality of these programs. If this information

is used in a judicial proceeding, the court would be required to protect it against further dissemination with a protective order and place the information under seal. This section would prevent disclosure of this data through the FOIA but would not prevent the NTSB from referring to information provided under the FOQA, ASAP or LOSA programs.

*Conference Substitute*

Senate bill dropped because it is included in P.L. 111-216, the Airline Safety Federal Aviation Administration Extension Act of 2010.

RE-EVALUATION OF FLIGHT CREW TRAINING, TESTING, AND CERTIFICATION REQUIREMENTS

H—/S555

*House bill*

No similar provision.

*Senate bill*

Section 555 requires the Administrator to develop and implement a plan to reevaluate flight crew training procedures and would specify what types of training would be included in the review. It would require the Administrator to initiate a new rulemaking to reevaluate minimum requirements to become a commercial pilot, certificated captain, and when transitioning to a new type of aircraft.

*Conference Substitute*

Senate bill dropped because it is included in P.L. 111-216, the Airline Safety Federal Aviation Administration Extension Act of 2010.

FLIGHTCREW MEMBER MENTORING,

PROFESSIONAL DEVELOPMENT, AND LEADERSHIP

H—/S556

*House bill*

No similar provision.

*Senate bill*

Section 556 requires the FAA to establish an ARC to develop flight crew mentoring programs and establish or modify training existing programs to include leadership and command training.

*Conference Substitute*

Senate bill dropped because it is included in P.L. 111-216, the Airline Safety Federal Aviation Administration Extension Act of 2010.

FLIGHTCREW MEMBER SCREENING AND QUALIFICATIONS

H—/S557

*House bill*

No similar provision.

*Senate bill*

Section 557 requires the FAA to issue a rule that ensures flight crew members have proper qualifications and experience, including a minimum of 800 hours of flight training, before serving as a flight crew member for a part 121 air carrier.

*Conference Substitute*

Senate bill dropped because it is included in P.L. 111-216, the Airline Safety Federal Aviation Administration Extension Act of 2010.

ESTABLISHMENT OF SAFETY STANDARDS WITH RESPECT TO THE TRAINING, HIRING, AND OPERATION OF AIRCRAFT BY PILOTS

H—/S560

*House bill*

No similar provision.

*Senate bill*

Section 560 requires the FAA to issue a final rule establishing training safety standards for pilots within 180 days after enactment of this Act.

*Conference Substitute*

Senate bill dropped because it is included in P.L. 111-216, the Airline Safety Federal

Aviation Administration Extension Act of 2010.

DEFINITIONS

H—/S563

*House bill*

No similar provision.

*Senate bill*

Section 563 defines the terms: “Aviation Safety Action Program,” “Administrator”, “Air Carrier”, “FAA”, “Flight Operational Quality Assurance Program”, “Line Operation Safety Audit Program”, and “Part 121 Air Carrier”.

*Conference Substitute*

House bill.

TITLE IV—AIR SERVICE IMPROVEMENTS

SUBTITLE B—ESSENTIAL AIR SERVICE  
ESSENTIAL AIR SERVICE MARKETING

H401/S417

*House bill*

Section 401 specifies that when deciding where to award an Essential Air Service (EAS) contract, the Secretary of Transportation must consider, whether the air carrier has included a plan in its proposal to market its services to the community.

*Senate bill*

Section 417 similar provision, but it requires that all applications for EAS are to include a marketing plan to promote community involvement in their EAS service.

*Conference Substitute*

House bill.

NOTICE TO EAS COMMUNITIES PRIOR TO TERMINATION OF EAS ELIGIBILITY

H402/S—

*House bill*

Section 402 requires the Secretary of Transportation to notify a community receiving EAS at least 45 days in advance of any final decision to end EAS payments to that community due to a determination by the Secretary that providing such service requires a subsidy in excess of the per passenger subsidy cap. The Secretary shall establish procedures by which each community that is notified of an impending loss of subsidy may work directly with an air carrier to ensure that the air carrier is able to submit a proposal to the Secretary that does not require a subsidy in excess of the per passenger subsidy cap.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

RESTORATION OF ELIGIBILITY

H406/S418

*House bill*

Section 406 authorizes state and local governments to submit a proposal to restore essential air service to a location after that location's per passenger subsidy has been determined to be over the allowable dollar amount. To qualify for restoration of service, the Secretary must determine that the rate of subsidy per passenger under the proposal does not exceed the allowable amount and the proposal is consistent with the legal and regulatory requirements of the essential air service program.

*Senate bill*

Section 418 is a similar provision.

*Conference Substitute*

House and Senate bills modified to include proposals to restore essential air service to locations that have been determined to have fewer than 10 enplanements per day. To qualify for restoration of service, the Secretary

must determine that the rate of subsidy per passenger under the proposal does not exceed the allowable amount, the proposal is likely to result in an average of at least 10 enplanements per day, and the proposal is consistent with the legal and regulatory requirements of the essential air service program.

ESSENTIAL AIR SERVICE CONTRACT GUIDELINES

H403/S413

*House bill*

Section 403 authorizes DOT to provide incentive payments to communities for achieving performance goals, and to execute long-term EAS contracts. Requires DOT to issue revised guidelines incorporating these changes within 18 months after the date of enactment. Requires DOT to report to Congress on the extent to which the revised guidelines have been implemented, and the impact such implementation has had, every two years after the guidelines are established.

*Senate bill*

Section 413 is a similar provision, but it does not contain language on issuing guidance or the report.

*Conference Substitute*

House bill modified to extend the deadline for issuance of revised guidelines to one year after date of enactment.

ESSENTIAL AIR SERVICE REFORM

H404/S415

*House bill*

Section 404 authorizes \$97.5 million for Essential Air Service (EAS) in FY 2011, \$60 million in FY 2012, and \$30 million in FY 2013. These amounts are in addition to the \$50 million per year the EAS program is authorized to receive under current law from overflight fees collected by the FAA. Beginning in FY 2014, section 404 limits the amount EAS would receive from overflight fees to the amount needed to provide EAS to eligible communities in Alaska and Hawaii. In addition, it directs the Secretary of Transportation to take such actions as may be necessary to administer the EAS program within the amount of funding made available for the program.

*Senate bill*

Section 415 authorizes \$150 million per year for EAS, plus \$50 million from overflight fees. It requires any overflight fees in excess of \$50 million to be obligated for various EAS programs, including the code sharing pilot program under section 406 of Vision 100 and the alternate air service pilot program under § 41745.

*Conference Substitute*

Authorizes \$143 million for EAS in FY 2012, \$118 million in FY 2013, \$107 million in FY 2014, and \$93 million in FY 2015. In addition, authorizes all overflight fees collected by the FAA to be made available, until expended, to carry out the essential air service program.

SMALL COMMUNITY AIR SERVICE

H405/S416

*House bill*

Section 405 adds an additional factor that the Secretary of Transportation must consider in selecting communities for participation in the Small Community Air Service Development (SCASD) program. In addition to the existing criteria for participation in the program, the Secretary is required to give priority to multiple communities that cooperate to submit a regional or multi-state application to improve air service. It eliminates the general fund authorization of appropriations for the SCASD program, funding it instead through overflight fee collections.

*Senate bill*

Section 413 extends the authorization for the SCASD program at its authorized funding level of \$35 million per year through FY 2011.

*Conference Substitute*

Requires the Secretary to give priority to multiple communities that cooperate to submit a regional or multistate application to consolidate air service into one regional airport. Authorizes the appropriation of \$6 million for the Small Community Air Service Development program for each of fiscal years 2012 through 2015.

## ADJUSTMENTS TO COMPENSATION FOR SIGNIFICANTLY INCREASED COSTS

H406/S418(g)

*House bill*

Section 406 permits the Secretary of Transportation to increase the rates of compensation payable to air carriers under the EAS program to compensate carriers for increased aviation fuel costs, without regard to any agreement, without requiring the negotiation of existing contracts, and without any notice requirement. It removes the 90 day period in which the Secretary may continue to pay the amount previous contracted for as EAS carrier who has given notice, but has been required to continuing operating.

*Senate bill*

Section 418(g) is a similar provision.

*Conference Substitute*

House bill.

## REPEAL OF ESSENTIAL AIR SERVICE LOCAL PARTICIPATION PROGRAM

H407/S419

*House bill*

Section 407 eliminates an EAS pilot program in which communities assumed a portion of the cost of providing EAS to the community.

*Senate bill*

Section 419 is a similar provision with minor technical differences.

## CONFERENCE SUBSTITUTE

House and Senate bills.

## SUNSET OF ESSENTIAL AIR SERVICE PROGRAM

H408/S420,421

*House bill*

Section 408 sunsets the EAS program everywhere except Alaska and Hawaii as of October 1, 2013.

*Senate bill*

Section 420 imposes limits EAS to locations that average ten or more enplanements per day, with an exception for Alaska. It authorizes the Administrator to waive this limitation with respect to a location if the Administrator determines that the reason the location averages fewer than ten enplanements per day is not because of inherent issues with the location.

Section 421 limits EAS to locations that are 90 or more miles away from the nearest medium or large hub airport. It authorizes the Secretary of Transportation to waive this limitation as a result of geographic characteristics resulting in undue difficulty accessing the nearest medium or large hub airport.

*Conference Substitute*

Senate bill, except the requirement that locations be at least 90-miles away from the nearest large or medium hub airport is deleted; the requirement that locations have at least 10 enplanements per day only applies to locations that are within 175 miles of a large or medium hub airport; and an exception is added for locations in the State of Hawaii

and Alaska. In addition, instead of sunsetting the program as proposed in the House bill, the conference substitute freezes the program at the communities currently participating. Specifically, except in Alaska and Hawaii, the conference agreement limits eligibility for EAS to those communities that, at any time from September 30, 2010, to September 30, 2011, either received subsidized EAS or were notified by the last carrier providing unsubsidized service to the community of the carrier's intent to terminate such service.

SUBTITLE A—PASSENGER AIR SERVICE IMPROVEMENTS  
SMOKING PROHIBITION

H421/S—

*House bill*

Section 421 prohibits smoking on aircraft in all intrastate, interstate, and foreign air transportation for scheduled passenger or nonscheduled passenger air transportation when a flight attendant is required.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

## MONTHLY AIR CARRIER REPORTS

H422/S402

*House bill*

Section 422 requires air carriers that file monthly service reports to also file a monthly report on each flight diverted and each flight that departs the gate but is cancelled before the flight takes off. It requires the Secretary of Transportation to compile the information in a single monthly report and publish it on a DOT website.

*Senate bill*

Section 402 requires air carriers to publish on their website, and update monthly, a list of chronically delayed flights operated by the air carrier. It requires air carriers and authorized entities to disclose the on-time performance for a chronically delayed flight when a customer books a flight on the carrier's website, prior to actual purchase of a ticket.

*Conference Substitute*

House bill.

## MUSICAL INSTRUMENTS

H424/S713

*House bill*

Section 424 requires air carriers to permit passengers to carry a small musical instrument, such as a violin, guitar, onto the aircraft cabin if it can be stowed safely in a suitable baggage compartment in the aircraft cabin or baggage or cargo storage compartment if the instrument can be stowed properly and there is space for such instruments. Air carriers are to permit passengers to bring a large instrument into the passenger compartment if the instrument can be stowed properly in a seat and the passenger has purchased a seat for the instrument. Air carriers must transport as checked baggage musical instruments that may not be carried on provided they meet certain weight and size limitations (i.e., if the sum of length, width, and height does not exceed 150 inches, weigh over 165 pounds, or exceed size and weight restrictions for that aircraft) and can be properly stowed. It directs, no later than two years after the date of enactment, the Secretary of Transportation to issue final regulations to carry out this section.

*Senate bill*

Section 713 is a similar provision, but it does not specify that passengers carrying musical instruments would be charged fees

for that luggage. There is no deadline for the rulemaking to be completed by, but it includes a mandate to require carrier participation.

*Conference Substitute*

House bill modified to specify that passengers carrying musical instruments are subject to the same baggage fees assessed to all other types of carry-on baggage if a seat is not purchased for that instrument.

## EXTENSION OF COMPETITIVE ACCESS REPORTS

H—/S705

*House bill*

No similar provision.

*Senate bill*

Section 705 makes the requirement for air carriers to file competitive access reports permanent by eliminating the current sunset provision. Current law requires large and medium hub airports to file semi-annual competition disclosure reports with DOT before receiving an AIP grant if the airport was unable to accommodate an airline request for facility access. The report must explain reason for the lack of accommodation and time frame for accommodation.

*Conference Substitute*

Senate bill modified to the length of the bill.

## AIRFARES FOR MEMBERS OF THE ARMED SERVICES

H426/S433

*House bill*

Section 426 expresses the Sense of Congress that each domestic air carrier should seek to provide active duty members of the Armed Services who are traveling on leave or liberty at their own expense with: reduced airfares that are comparable to the lowest airfare for ticketed flights, and that eliminate to the maximum extent possible advanced purchase requirements; no baggage and excess weight fees, or reduced fees; flexible terms that allow members to purchase, modify, or cancel tickets without time restrictions, and to waive fees (including baggage fees), ancillary costs, or penalties; and proactive measures to ensure that all airline employees are trained in the policies pertaining to members of the Armed Forces who are on leave.

*Senate bill*

Section 433 is a similar provision with minor technical differences.

*Conference Substitute*

House bill.

## REVIEW OF AIR CARRIER FLIGHT DELAYS, CANCELLATIONS, AND ASSOCIATED CAUSES

H427/S—

*House bill*

Section 427 requires the Inspector General of the Department of Transportation (DOT IG) to conduct a review regarding air carrier flight delays, cancellations, and associated causes, to update its 2000 report, within one year of enactment.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

## COMPENSATION FOR DELAYED BAGGAGE

H429/S—

*House bill*

Section 429 directs the U.S. Government Accountability Office to study delays in the delivery of checked baggage to passengers, assess options and examine: the impact of establishing minimum standards to compensate a passenger in the case of unreasonable delays; take into consideration the additional fees for checked baggage that are

imposed by many air carriers; and how the additional fees should improve a carrier's baggage performance. The report must be submitted within 180 days of the date of enactment.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

DOT AIRLINE CONSUMER COMPLAINT INVESTIGATIONS

H431/S403

*House bill*

Section 431 directs the Secretary of Transportation to investigate consumer complaints regarding: 1) flight cancelations; 2) overbooking flights; 3) lost or damaged baggage; 4) problems obtaining refunds; 5) incorrect information regarding fares; 6) frequent flyer programs; and 7) deceptive or misleading advertising.

*Senate bill*

Section 403 is a similar provision, but with language requiring a budget needs report.

*Conference Substitute*

House bill.

STUDY OF OPERATORS REGULATED UNDER PART 135

H432/S—

*House bill*

Section 432 requires the Administrator, along with interested parties, to conduct a study of part 135 operators within 18 months of enactment, and an update within three years, and every two years thereafter.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill with modification removing the requirement for follow up reports every two years.

USE OF CELL PHONES ON PASSENGER AIRCRAFT

H433/S—

*House bill*

Section 433 directs the Administrator to conduct a study within four months of enactment on the impact of the use of cell phones for voice communications in scheduled flights where currently permitted by foreign governments in foreign air transportation. The results of the study must be published and open to public comment, and a final report must be submitted to Congress within nine months of enactment.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

ESTABLISHMENT OF ADVISORY COMMITTEE FOR AVIATION CONSUMER PROTECTION

H—/S404

*House bill*

No similar provision.

*Senate bill*

Section 404 requires the establishment of an advisory committee for the Secretary of Transportation regarding aviation consumer protection. Membership would consist of one representative each from an air carrier, airport operator, and a state or local government with expertise with consumer protection matters, and one nonprofit group with expertise in consumer protection matters. It directs the advisory committee to report annually on its recommendations on February 1 of each of the first two calendar years of enactment.

*Conference Substitute*

Senate bill modified to make the provision last the length of the bill and removes travel

per diem for members of the advisory committee.

DISCLOSURE OF SEAT DIMENSIONS TO FACILITATE THE USE OF CHILD SAFETY SEATS ON AIRCRAFT

H—/S408

*House bill*

No similar provision.

*Senate bill*

Section 408 directs the Administrator to prescribe regulations, within six months of enactment, to facilitate the use of child safety seats on aircraft. The regulations must require part 121 air carriers to post on their websites the maximum dimensions of a child safety seat that can be used on each aircraft operated by the air carrier to enable passengers to determine which child safety seats can be used on those aircraft.

*Conference Substitute*

Senate bill with modified language changing the deadline for the regulations from six months to twelve months. The conference committee also believes that passengers should be made fully aware of the location of final assembly of the aircraft on which they fly. Therefore, the committee believes the Secretary should require air carriers to position the "location of final assembly" notification immediately below the aircraft model number on the front page of the information placard.

SCHEDULE REDUCTION

H430/S—

*House bill*

Section 430 directs the FAA to convene a conference of air carriers to voluntarily reduce aircraft operations if the FAA determines that operations of those carriers are exceeding the hourly maximum departure and arrival rates, and the excess operations are likely to have a significant adverse effect on the NAS. It authorizes FAA to take action as necessary if there is no voluntary agreement to reduce schedules.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill modified by adding new section specifying that the Administrator shall give priority to United States-flagged air carriers in permitting additional operations subsequent to any voluntary or non-voluntary reduction in operations.

FLIGHT OPERATIONS AT RONALD REAGAN WASHINGTON NATIONAL AIRPORT

H423/S737

*House bill*

Section 423 directs the Secretary of Transportation to grant an additional ten beyond-perimeter exemptions (from 24 under current law to 34) at Washington Reagan National Airport (DCA). It increases the number of operations by which exemptions may increase operations during any one-hour period between 7:00 AM and 9:59 PM, from three to five. The Administrator is required to reduce the hourly air carrier slot quota at DCA by ten slots in order to grant the additional exemptions provided. These reductions are required to be taken in the 6:00 AM, 10:00 PM or 11:00 PM hours. Scheduling priority is to be given to new entrant air carriers and limited incumbent air carriers over operations conducted by air carrier grant exemptions. The highest scheduling priority is given to beyond-perimeter operations conducted by new entrant air carrier and limited incumbent air carriers.

*Senate bill*

Section 737 creates additional beyond perimeter commercial flights at DCA with 24

beyond-perimeter round trip flights (10 to limited incumbents or new entrants and 14 to incumbents) would be permitted, and an additional eight could be added later if the Secretary of Transportation determines that the first 24 did not negatively impact the airport. It specifies that if an incumbent carrier that uses a slot for service to a large hub airport within the perimeter receives one or more the 24 additional beyond-perimeter round trip flights authorized by this provision, it must discontinue the use of that slot for within-perimeter service and, in place of that service, operate beyond-perimeter service. It prohibits the Secretary from granting any more than two slot exemptions to an air carrier with respect to the same airport, except in the case of an airport serving an area with a population of more than 1 million. Any carrier receiving an exemption for beyond-perimeter service is prohibited from using multi-aisle or wide body aircraft, and from selling, trading, leasing, or otherwise transferring the rights to its beyond-perimeter exemptions, except through a merger or acquisition, and must use the slot within 60 days of receiving the exemption. If an incumbent carrier that uses a slot for service to a large hub airport within the perimeter receives one or more of the eight additional exemptions authorized by this provision, it must discontinue the use of that slot for within-perimeter service and, in place of that service, operate beyond-perimeter service. It authorizes Metropolitan Washington Aviation Authority (MWAA) to use revenues derived at either DCA or Washington Dulles International Airport (IAD) for operating and capital expenses (including debt service, depreciation and amortization) at the other airport.

*Conference Substitute*

House and Senate bills merged to direct the Secretary of Transportation to grant 16 exemptions for additional beyond perimeter commercial flights at Ronald Reagan Washington National Airport (DCA). Of the 16 exemptions created, the Secretary shall make eight available to limited incumbent air carriers and new entrant air carriers. When allocating such exemptions, the Secretary shall consider the extent to which the exemptions will provide air transportation with domestic network benefits in areas beyond the perimeter; increase competition in multiple markets; not reduce travel options for communities served by small hub airports and medium hub airports within the perimeter; not result in meaningfully increased travel delays; enhance options for nonstop travel to and from the beyond-perimeter airports that will be served as a result of those exemptions; have a positive impact on the overall level of competition in the markets that will be served as a result of those exemptions; or produce public benefits, including the likelihood that the service to airports located beyond the perimeter will result in lower fares, higher capacity, and a variety of service options.

The Secretary shall also make available eight slot exemptions for other incumbent air carriers qualifying for status as a non-limited incumbent carrier at DCA. Each such non-limited incumbent air carrier may operate up to a maximum of two of the newly authorized slot exemptions. Each such non-limited incumbent air carrier, prior to exercising an exemption made available shall discontinue the use of a slot for service between DCA and a large hub airport within the perimeter, and operate, in place of such service, service between DCA and an airport located beyond the perimeter. Each such non-limited incumbent air carrier shall be

entitled to return of the slot by the Secretary if use of the exemption made available is discontinued; shall have sole discretion concerning the use of an exemption including the initial or any subsequent beyond perimeter destinations to be served; and shall file a notice of intent with the Secretary and subsequent notices of intent, when appropriate, to inform the Secretary of any change in circumstances concerning the use of any exemption. Such notices of intent shall specify the beyond perimeter destination to be served and the slots the carrier shall discontinue using to serve a large hub airport located within the perimeter. Each such non-limited incumbent air carrier operating an exemption may not operate a multi-aisle or widebody aircraft in conducting such operations and shall be prohibited from transferring the rights to its beyond-perimeter exemptions.

The Secretary shall afford a scheduling priority to operations conducted by new entrant air carriers and limited incumbent air carriers over operations conducted by other air carriers granted additional slot exemptions; a scheduling priority to slot exemptions currently held by new entrant air carriers and limited incumbent air carriers for service to airports located beyond the perimeter to the extent necessary to protect viability of such service; and consider applications from foreign air carriers that are certificated by the government of Canada if such consideration is required by the bilateral aviation agreement between the U.S. and Canada.

The exemptions granted by the Secretary may not be for operations between the hours of 10:00 p.m. and 7:00 a.m.; and may not increase the number of operations at DCA in any 1-hour period during the hours between 7:00 a.m. and 9:59 p.m. by more than five operations. A non-limited incumbent air carrier utilizing an exemption for an arrival after 10:01 p.m. must discontinue use of an existing slot during the same time period the arrival exemption is operated.

In determining a limited incumbent, the Secretary shall consider any air carrier operating 40 or fewer slots at DCA. The term 'slot' shall not include slot exemptions; slots operated by an air carrier under a fee-for-service arrangement for another air carrier, if the air carrier operating such slots does not sell flights in its own name, and is under common ownership with an air carrier that seeks to qualify as a limited incumbent and that sells flights in its own name; or slots held under a sale and license-back financing arrangement with another air carrier, where the slots are under the marketing control of the other air carrier. The Secretary shall prohibit the transfer of exemptions except through an air carrier merger or acquisition. The definition of airport purposes at the Metropolitan Washington Aviation Authority (MWAA) shall include a business or activity not inconsistent with the needs of aviation that has been approved by the Secretary.

#### PASSENGER AIR SERVICE IMPROVEMENTS

H425/S401

*House bill*

Section 425 requires that within 90 days of enactment, air carriers and each operator of a medium- or large-hub airport, file emergency contingency plans with the Secretary of Transportation for review and approval. Air carriers are required to update their plans every three years and airports must update every five years. The Secretary is also directed to establish a toll-free consumer complaints hotline telephone number for use of passengers. The Secretary is instructed to take action to notify the public of the DOT's consumer complaints hotline

telephone number and related website. Air carriers providing scheduled air service are required to include on their website consumer complaints hotline information for DOT and the air carrier as well as a hotline telephone number on carrier signs displayed at airport ticket counters, and on any electronic confirmation of the purchase of a passenger ticket. It directs the Secretary to establish a website that contains a listing of the countries that may require a U.S. or foreign air carrier to treat an aircraft passenger cabin with insecticides prior to a flight to that country, or to apply an aerosol insecticide in an aircraft cabin used for such a flight when the cabin is occupied with passengers. Air carriers are required to update their emergency contingency plans every three years, and airport operators every five years.

*Senate bill*

Section 401 requires air carriers and airport operators to develop contingency plans to address situations in which the departure of a flight is substantially delayed while passengers are confined to an aircraft. Each plan would have to be submitted to the DOT for review and approval by the Secretary of Transportation, and would be required to address minimum standards established by the Department. At a minimum, the plans for air carriers must outline how the airline will guarantee that the passengers are provided: a) adequate food, potable water, and restroom facilities; b) cabin ventilation and comfortable cabin temperatures, and; c) access to necessary medical treatment. It specifies that airlines must allow passengers to deplane if three hours have elapsed since the doors have closed and the aircraft has not departed, or the aircraft has been landed for three hours but passengers have been unable to deplane. Exceptions to the deplane requirements would exist only when a pilot reasonably believes that the aircraft will depart within 30 minutes, or if the pilot believes that deplaning the passengers would jeopardize passenger security or safety. Airport operators would also be required to submit a plan to the DOT for approval that provides for the deplanement of passengers following extended tarmac delays. The Secretary would also be required to perform periodic reviews of the air carrier and airport operator plans, and would be authorized to impose civil penalties on air carriers or airport operators that fail to meet the requirements of such plans. It directs the DOT to create a consumer complaint hotline telephone number.

*Conference Substitute*

House and Senate bills merged and modified. The modified section includes House language requiring emergency contingency plans by air carriers and modified to include large, medium, small, and non-hub airports. Included in the section is modified language that would give passengers the option to deplane and return to airport terminal when there is an excessive tarmac delay, except if there is a safety, security or disruption of airport operations causes that would result from deplanement. The Secretary of Transportation is to determine the length of a tarmac delay that would be deemed "excessive". Lastly, the section includes House language on consumer complaints and use of pesticides in a passenger aircraft.

#### DENIED BOARDING COMPENSATION

H428/S—

*House bill*

Section 428 requires the Secretary of Transportation to evaluate, within six months of enactment and every two years thereafter, the amount provided for denied boarding compensation and issue a regulation

to adjust such compensation as necessary.

*Senate bill*

No similar provision.

*Conference Substitute*

Senate bill. The Department of Transportation is already conducting a rulemaking on this subject.

#### DISCLOSURE OF PASSENGER FEES

H—/S405

*House bill*

No similar provision.

*Senate bill*

Section 405 directs the Secretary of Transportation to complete a rulemaking that requires air carriers to provide the public a list of charges, besides airfare (e.g., baggage fees and meal fees), that the air carrier may be imposing on passengers. The Secretary would be authorized to require an air carrier to make the list of fees public, and the list must be updated every 90 days unless there is no increase in the amount or type of fees being imposed.

*Conference Substitute*

*House bill*

#### DISCLOSURE OF AIR CARRIERS OPERATING FLIGHTS FOR TICKETS SOLD FOR AIR TRANSPORTATION

H—/S406

*House bill*

No similar provision.

*Senate bill*

Section 406 requires the Office of Aviation Consumer Protection in DOT to establish rules to ensure that all consumers are able to easily and fairly compare airfares and charges paid when purchasing tickets for air transportation, including taxes and fees. This section requires taxes and fees be disclosed on the website prior to the purchaser providing personal information and makes failure to disclose an "unfair and deceptive practice."

*Conference Substitute*

Senate provision dropped because it is included in P.L. 111-216, the Airline Safety and Federal Aviation Administration Extension Act of 2010.

#### NOTIFICATION REQUIREMENTS WITH RESPECT TO THE SALE OF AIRLINE TICKETS

H—/S407

*House bill*

No similar provision.

*Senate bill*

Section 407 requires the Office of Aviation Consumer Protection and Enforcement within the DOT to establish rules to clarify what must be disclosed in an aviation fare quote in order for consumers to easily and fairly compare airfares and charges among carriers. It directs the Secretary of Transportation, in consultation with the FAA, to prescribe such regulations as may be necessary.

*Conference Substitute*

*House bill*

#### EAS CONNECTIVITY PROGRAM

H—/S411

*House bill*

No similar provision.

*Senate bill*

Section 411 directs the Secretary of Transportation to establish a program under which the DOT shall require, in up to ten communities, that air carriers participating in Essential Air Service (EAS), and major air carriers serving large hub airports, participate in code-share arrangements, consistent with normal industry practice, whenever and

wherever the Secretary determines that such multiple code-sharing arrangements would improve air transportation services.

*Conference Substitute*

No provision.

EXTENSION OF FINAL ORDER ESTABLISHING MILEAGE ADJUSTMENT ELIGIBILITY

H—/S412

*House bill*

No similar provision.

*Senate bill*

Section 412 extends a provision that specifies that the most commonly used route between an eligible place and the nearest medium hub airport or large hub airport is to be used to measure the highway mileage considered in reviewing any action to eliminate compensation for EAS to such place, or terminate the location's compensation eligibility for such service. It would further terminate any such final order on September 30, 2011.

*Conference Substitute*

Extends to September 30, 2015, the date on which the final order issued under section 409 of Vision 100 shall terminate.

CONVERSION OF FORMER EAS AIRPORTS

H—/S414

*House bill*

No similar provision.

*Senate bill*

Section 414 requires the Secretary of Transportation to establish a program to provide general aviation conversion funding for airports serving eligible places that the Secretary has determined no longer qualify as eligible places for EAS subsidies.

*Conference Substitute*

No provision.

USE OF CERTAIN LANDS AT LAS VEGAS MCCARRAN INTERNATIONAL AIRPORT

H—/S434

*House bill*

No similar provision.

*Senate bill*

Section 434 authorizes Clark County, Nevada, to permit the use of certain lands in the Las Vegas McCarran International Airport Environs Overlay District for transient lodging and associated facilities. This provision prohibits the construction of facilities that would constitute a hazard to air navigation, result in an increase to minimum flight altitudes, or otherwise pose a significant adverse impact on airport or aircraft operations.

*Conference Substitute*

*House bill.*

TITLE V—ENVIRONMENTAL STREAMLINING AND STEWARDSHIP  
OVERFLIGHTS OF NATIONAL PARKS

H501/S709

*House bill*

Section 501 exempts operators in parks with 50 or fewer annual air tour flights from the statutory permitting requirement, with a provision for the National Park Service (NPS) director to withdraw an exemption on a park-specific basis if necessary to protect park resources or visitor experiences. It allows NPS and FAA to enter into a voluntary agreement with a commercial air tour operator as an alternative to creation of an air tour management plan. FAA and NPS must solicit public comments and must consult with occupants of affected tribal lands before entering into a voluntary agreement. It provides that a voluntary agreement may require payment of overflight fees. The FAA and NPS are permitted to terminate a vol-

untary agreement if: 1) NPS finds the agreement no longer protects park resources; or 2) FAA determines operations under the agreement adversely affect safety or the national aviation system. It permits modifications to interim operating authority, and allows a grant of interim authority to a new entrant operator, if: 1) the operator provides adequate information to NPS and FAA; 2) FAA determines modification would not adversely affect safety or the national aviation system; and 3) NPS determines modification would not adversely affect park resources. Commercial air tour operators must report the number of commercial air tours over parks.

*Senate bill*

Section 709 allows air tour overflights over a national park when a voluntary agreement has been reached between the operator and the appropriate representative of the national park. This section provides a waiver from the general rule prohibiting tour operations over national parks for national parks that have 100 or fewer air tour overflights each year. The Secretary of the Interior is instructed to assess a fee on commercial air tour operators operating over a national park to be used to fund the development of air tour management plans. It prescribes penalties for operators that do not pay this fee. This section provides the Director of NPS with flexibility in determining how to manage air tours at Crater Lake National Park.

*Conference Substitute*

*House bill* modified to include language on flexibility for Crater Lake National Park.

STATE BLOCK GRANT PROGRAM

H502/S209

*House bill*

Section 502 requires the issuance of guidance for carrying out the AIP State Block Grant Program (SBGP) rather than regulations. It adds to required standards a State must agree to meet in order to be eligible for a grant under the program with: National Environmental Policy Act (NEPA) of 1969 standards, state and local environmental policy acts, executive orders, agency regulations and guidance, and other federal environmental requirements. Furthermore, it adds a provision that requires any federal agency, except the FAA, that is responsible for issuing an approval, license or permit to ensure compliance with a federal environmental requirement applicable to a project to be carried out by a State using funds from a block grant must: 1) coordinate and consult with the State; 2) use the environmental analysis prepared by the State for the project; and 3) supplement such analysis as necessary.

*Senate bill*

Section 209 codifies current practice that State participants in the State Block Grant Program have responsibility and authority to comply with applicable environmental requirements for projects at non-commercial service airports within the purview of the SBGP. The FAA administers the SBGP by authorizing participating states once a year to receive a block of funds for any eligible non-primary airport project. This section would make a minor change to 49 U.S.C. section 47128(a) by replacing the term "regulations" with "guidance" because the FAA has issued guidance in the form of the AIP Handbook, 5100.38, to implement its airport improvement program. It establishes a pilot program for up to three States that are currently not in the program to participate in the program.

*Conference Substitute*

*House bill.*

AIRPORT FUNDING OF SPECIAL STUDIES OR REVIEWS

H503/S210

*House bill*

Section 503 authorizes the FAA to accept funds from airport sponsors to conduct: 1) special environmental studies for ongoing federally-funded airport projects; 2) special studies to support approved airport noise compatibility measures or environmental mitigation commitments in an agency record of decision or a finding of no significant impact; and 3) a review and completion of environmental activities associated with new or amended flight procedures, including performance-based navigation procedures and area navigation procedures.

*Senate bill*

Section 210 is a similar provision.

*Conference Substitute*

*House bill.*

GRANT ELIGIBILITY FOR ASSESSMENT OF FLIGHT PROCEDURES

H506/S211

*House bill*

Section 506 authorizes grants to airport operators to assist in completing environmental review and assessment activities for proposals to implement flight procedures that have been approved for airport noise compatibility planning purposes. It permits the Administrator to accept funds from an airport sponsor, including funds provided in noise compatibility planning grants, to hire additional staff or consultants to facilitate timely review and competition of environmental activities associated with the proposed changes in flight procedures. Funds received under this section shall be credited as offsetting collections to the account that finance the activities and services for which the funds are accepted; shall be available for expenditure only to pay the costs of activities and services for which the funds are accepted; and shall remain available until expended.

*Senate bill*

Section 211 is a similar provision, but it specifies that funds received under this authority are exempt from the procedures applicable to gifts received by the Administrator.

*Conference Substitute*

*House bill.*

DETERMINATION OF FAIR MARKET VALUE OF RESIDENTIAL PROPERTIES

H507/S—

*House bill*

Section 507 requires the Secretary of Transportation to ensure that an appraisal for fair market value of any property to be acquired disregards any decrease or increase in the value caused by the project for which the property is being acquired or by the likelihood that the property would be acquired. It directs that physical deterioration within reasonable control of the owner should be considered.

*Senate bill*

No similar provision.

*Conference Substitute*

*House bill.*

PROHIBITION ON OPERATING CERTAIN AIRCRAFT WEIGHING 75,000 POUNDS OR LESS NOT COMPLYING WITH STAGE 3 NOISE LEVELS

H508/S710

*House bill*

Section 508 requires that all civil subsonic jet aircraft under 75,000 pounds must meet Stage 3 noise levels within the 48 contiguous states by December 31, 2016, with some exceptions for the following types of temporary

operations: 1) to sell, lease or use the aircraft outside the 48 contiguous States; 2) to scrap the aircraft; 3) to obtain modifications to the aircraft to meet Stage 3 noise levels; 4) to perform scheduled heavy maintenance or significant modifications at an overseas maintenance facility; 5) to deliver the aircraft to an operator leasing the aircraft from the owner or return the aircraft to the lessor; 6) to prepare, park, or store aircraft in anticipation of above activities; 7) to provide transport of persons or goods in an emergency situation; and 8) to divert the aircraft to an alternative airport on account of weather, or safety reasons. It authorizes the Secretary of Transportation to prescribe regulations as necessary.

*Senate bill*

Section 710 is a similar provision with minor technical differences, including a different deadline set at December 31, 2014. Airports are allowed to opt-out of this prohibition, at which time the Secretary of Transportation will post notices on its website or another place easily accessible to the public.

*Conference Substitute*

House bill modified, moving the deadline to December 31, 2015.

AIRCRAFT DEPARTURE QUEUE MANAGEMENT PILOT PROGRAM

H509/S—

*House bill*

Section 509 directs the Secretary of Transportation to carry out a pilot program at up to five public-use airports to design, develop, and test new air traffic flow management technology to better manage the flow of aircraft on the ground and reduce ground holds and idling times for aircraft. In selecting participating airports, the Secretary must give priority consideration to airports at which improvements in ground control efficiencies are likely to achieve the greatest fuel savings or air quality or other environmental benefits, as measured by the amount of reduced fuel, reduced emissions, or other environmental benefits. No more than \$2.5 million may be expended at any single public-use airport.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

HIGH-PERFORMANCE, SUSTAINABLE, AND COST-EFFECTIVE ATC FACILITIES

H510/S—

*House bill*

Section 510 requires the implementation of sustainable practices for the incorporation of energy-efficient design, equipment, systems and other measures in the construction and major renovation of air traffic control facilities to the maximum extent practicable.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

SENSE OF CONGRESS

H511/S—

*House bill*

Section 511 expresses Sense of Congress that the European Union (EU) should not extend its emissions trading proposal to international civil aviation operations without working through International Civil Aviation Organization (ICAO) and other relevant air services agreements, and that the EU should work with ICAO to develop a consensual approach to addressing aircraft greenhouse gas emissions. It expresses the Sense of Congress that the U.S. Government should use all political, diplomatic, and legal tools

at their disposal to ensure that the EU's emission trading scheme is not applied to aircraft registered by the U.S. or the operators of those aircraft, including the mandates that U.S. carriers provide emissions data to and purchase emissions allowances from or surrender emissions allowances to the EU Member states.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

AVIATION NOISE COMPLAINTS

H512/S—

*House bill*

Section 512 requires owners or operators of a large hub airport to publish a telephone number to receive noise complaints on the airport's website within 90 days of enactment. Any owner or operator who receives 25 or more complaints per year will be required to submit an annual report to the FAA regarding the number of complaints and a summary of the nature of the complaints, which the Administrator must make available to the public electronically.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill modified to remove the annual reporting requirement.

NEXTGEN ENVIRONMENTAL EFFICIENCY PROJECTS STREAMLINING

H503/S—

*House bill*

Section 503 incorporates NextGen environmental efficiency projects into projects that are subject to streamlined environmental review and given high priority in environmental review. These include: 1) an airport capacity enhancement project at a congested airport; and 2) a NextGen environmental efficiency project at the 35 largest airports (i.e., OEP airports) or any congested airports. It also clarifies the jurisdictional agencies and the lead agency responsibility for these projects. Defines "NextGen environmental efficiency project" as a NextGen project that develops and certifies performance-based navigation procedures; or develops other environmental mitigation projects the Secretary of Transportation may designate as facilitating a reduction in noise, fuel consumption, or emissions from air traffic operations.

*Senate bill*

No similar provision.

*Conference Substitute*

Senate bill.

NOISE COMPATIBILITY PROGRAMS

H505/S—

*House bill*

Section 505 requires operators applying for noise compatibility programs to state the measures they have taken or propose to take to reduce existing noncompatible uses and prevent introducing additional noncompatible uses in the area. It adds as one of the measures, conducting comprehensive land use planning jointly with neighboring local jurisdictions for community redevelopment in an area in which land or other property interests have been acquired by the operator, to encourage and enhance redevelopment opportunities that reflect zoning and uses that will prevent the introduction of additional incompatible uses and enhance redevelopment potential.

*Senate bill*

No similar provision.

*Conference Substitute*

Senate bill.

ENVIRONMENTAL MITIGATION DEMONSTRATION PILOT PROGRAM

H—/S213

*House bill*

No similar provision.

*Senate bill*

Section 213 authorizes the Secretary of Transportation to carry out up to six environmental mitigation projects at public-use airports and make grants under special apportionment funding for these demonstrations. To be eligible for the pilot program, an airport would be required to be open to the public, with priority consideration given to projects that would achieve the greatest reductions in aircraft noise, airport emissions, or airport water quality impacts. The federal government would be limited to providing 50 percent of the cost for the projects and limited to a total amount per project of \$2.5 million.

*Conference Substitute*

House bill.

PILOT PROGRAM FOR ZERO EMISSION AIRPORT VEHICLES

H—/S609

*House bill*

No similar provision.

*Senate bill*

Section 609 requires the Secretary of Transportation to establish a pilot program to foster the acquisition and use of zero emission vehicles on airports. Priority is given to those airports in non-attainment areas and where the greatest air quality benefits will be achieved. In 18 months, the Secretary of Transportation shall report to Congress on the effectiveness of the pilot program.

*Conference Substitute*

Senate bill modified to: change "shall" to "may" when directing the Secretary of Transportation to establish a pilot program; allowing public-use airports to be eligible in the pilot program; permitting the Secretary of Transportation to consider applications from public-use airports not in the prescribed areas if there is a shortage of applicants; and allowing participants to use university transportation centers. New language is added that: establishes performance measures; creates assessments of the data collected used in the program; and makes a technical change.

INCREASING THE ENERGY EFFICIENCY OF AIRPORT POWER SOURCES

H—/S610

*House bill*

No similar provision.

*Senate bill*

Section 610 requires the Secretary of Transportation to establish a program to encourage airport operators to assess their energy requirements and identify ways to reduce emissions and increase energy efficiency. The Secretary of Transportation may make grants to eligible airports to acquire or construct equipment and infrastructure to reduce emissions and improve energy efficiency.

*Conference Substitute*

Senate bill modified by removing references to "reducing harmful emissions" and makes minor technical corrections.

TITLE VI—EMPLOYEES AND ORGANIZATION

FAA PERSONNEL MANAGEMENT SYSTEM

H601/S313

*House bill*

Section 601 reforms the process by which the FAA resolves labor disputes with employee unions arising in the collective bargaining process. It requires the FAA and employee representatives to use the services of

the Federal Mediation and Conciliation Service (FMCS). If they are unable to come to an agreement on labor issues, or, by mutual agreement, they may adopt alternate procedures to resolve disputes. If the mediation is unsuccessful, the parties must submit their issues to the Federal Service Impasses Panel (FSIP) that will assist the parties in resolving the dispute by asserting jurisdiction and ordering binding arbitration by a private arbitration board of three members. The board will result from Executive Director of the FSIP will request a list of 15 names from the Director of the FMCS, the parties will select one arbitrator each from the list, and the two arbitrators selected with then choose the third. The arbitration board must render a decision within 90 days after the date of its appointment, and take into account the following factors: 1) the effect of its decision on the FAA's ability to attract and retain a qualified workforce; 2) the effect of its decision on the FAA budget; 3) the effect of its decision on other FAA employees; and 4) any other factors that would assist the board in reaching a fair resolution. Upon reaching a voluntary agreement or at the conclusion of the binding arbitration, the final agreement will be subject to ratification by the exclusive bargaining representative of the employees, if so requested by the bargaining representative. The final agreement must also be approved by the head of the agency.

*Senate bill*

Section 313 is a similar provision, but it specifies that jurisdiction over enforcement claims is limited to the U.S. District Court for the District of Columbia.

*Conference Substitute*

House bill modified by deleting language directing the board to take into consideration "the effect of its arbitration decisions on other Federal Aviation Administration employees" in making decisions.

PRESIDENTIAL RANK AWARD PROGRAM

H602/S307

*House bill*

In 1996, the FAA reformed its personnel system under special authority provided by Congress (now codified under 49 U.S.C. section 40122), which exempted the FAA from many requirements of the federal government's personnel system, including the Presidential Rank Award Program. Section 602 would change the exemption and, through an amendment to 49 U.S.C. section 40122, allow the FAA's executives and senior professionals to participate in the program.

*Senate bill*

Section 307 is the same provision.

*Conference Substitute*

House bill.

COLLEGIATE TRAINING INITIATIVE STUDY

H608/S—

*House bill*

Section 608 requires the U.S. Government Accountability Office to conduct a study on training options for graduates of the Collegiate Training Initiative, and submit the study to Congress within six months of enactment.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

FRONT LINE MANAGER STAFFING

H610/S716

*House bill*

Section 610 requires the Administrator to commission an independent study on front-line manager staffing requirements in air

traffic control facilities, and submit the final report to Congress within nine months of enactment. Some considerations to take into account are: managerial tasks; number of supervisory positions; coverage requirements in relation to traffic demands; facility type; complexity of traffic and managerial responsibilities; and proficiency and training requirements.

*Senate bill*

Section 716 requires the Administrator within 45 days after enactment to study air traffic control front line manager staffing requirements and submit any determinations made as a result of the study to the Congress within six months after enactment.

*Conference Substitute*

House bill.

FAA TECHNICAL TRAINING AND STAFFING

H603/S708(a),(b)

*House bill*

Section 603 requires the Administrator to conduct a study on the adequacy of FAA's technical training strategy and improvement plan for FAA transportation systems specialists. The plan must include: recommendations to improve technical training strategy and improvement planning; a description of actions having been undertaken; and recommendations regarding cost-effective approaches to training. The FAA is to report to Congress within one year of enactment. It directs the Administrator to contract with the National Academy of Sciences within 90 days of enactment to conduct a study on the assumptions and methods FAA uses to estimate staffing needs for FAA transportation systems specialists and to ensure proper maintenance and certification in the most cost-effective manner. The Academy must submit its report to Congress one year after contracted.

*Senate bill*

Section 708(a) and (b) similar provisions but it requires the U.S. Government Accountability Office (GAO) to study FAA Airway Transportation Systems Specialists training and report to Congress within a year of enactment. It includes air traffic controllers and engineers as part of the study; and, the Academy must report to Congress on its study 24 months after the date of execution of the contract for the study.

*Conference Substitute*

House bill modified removing language requiring the study to be done in the most cost effective manner. The modified provision directs the National Academy of Sciences, when conducting the study on the assumptions and methods used by FAA to estimate staffing needs for FAA systems specialists, to consult with the exclusive bargaining representative of systems specialists. Additionally, language was added requiring the National Academy of Sciences to "include recommendations for objective staffing standards that maintain the safety of the national airspace."

SAFETY CRITICAL STAFFING

H604/S708(c),(d)

*House bill*

Section 604 requires the Administrator to implement, to the extent practicable and in the most cost-effective manner, the staffing model for aviation safety inspectors by October 1, 2011, following the recommendations outlined in the "Staffing Standards for Aviation Inspectors" report issued by the National Academy of Sciences in 2007. The FAA is required to consult with interested parties, including aviation safety inspectors, and submit the staffing model to Congress on an annual basis.

*Senate bill*

Section 708(c) and (d) directs the FAA to increase inspector staffing to levels in its

staffing model. The Administrator is required to develop a staffing model for aviation safety inspectors, but differs from the House in that it allows 12 months from the date of enactment, development of a staffing model, but does not require the Administrator to follow the Academy's recommendations, and requires inspector staffing levels to be at least at the levels indicated in the staffing model. It specifies that no later than 180 days after enactment, the Administrator shall submit a report to Congress on the future of flight service stations in Alaska. The report will include: 1) an analysis of the number of flight service specials needed; 2) training needed and need for formal training and hiring program; 3) a schedule for necessary inspections, 4) upgrades and modernization of stations and equipment; and 5) a description of interaction between flight service stations operated by FAA and those operated by contractors.

*Conference Substitute*

House bill modified to require the FAA to consult with the exclusive bargaining representative for aviation safety inspectors when implementing the staffing model. Additionally, the date of the report was changed from October 1 of each year to January 1 of each year.

AIR TRAFFIC CONTROL SPECIALIST  
QUALIFICATION TRAINING AND SCHEDULING

H606/S—

*House bill*

Section 606 authorizes the Administrator to appoint qualified air traffic control (ATC) specialist candidates for placement directly in ATC facilities. ATC specialists will receive the same benefits and compensation as any other developmental controller. Within 18 months after enactment, the FAA will submit to Congress a report that evaluates the effectiveness of the ATC specialist qualification training. If the Administrator determines that ATC specialists are more qualified in carrying out duties than ATC specialists hired from general public, the Administrator shall increase the number of appointments of candidates with such certification. It includes reimbursement for travel expenses associated with certifications from education entity that provided the training.

*Senate bill*

No similar provision.

*Conference Substitute*

House modified to change the due date of the required report from 18 months after enactment to two years after enactment.

FAA AIR TRAFFIC CONTROLLER STAFFING

H605/S708

*House bill*

Section 605 directs the FAA to enter into an arrangement, within 90 days, with the National Academy of Sciences to conduct a study of the air traffic controller standard used by the FAA to estimate staffing needs for FAA air traffic controllers to ensure the safe operation of the NAS in the most cost-effective manner. The study must include examination of representative information on productivity, human factors, traffic activity, and improved technology on ATC, as well as an examination of recent Academy reviews of models from MITRE, and consideration of Administration's current and estimated budgets. The Academy is required to consult employee groups and industry representative in conducting the study. The Academy must transmit the study to Congress within two years of enactment.

*Senate bill*

Section 708 is a similar provision, but it includes Airway Transportation Systems Specialists and engineers as part of the study.

*Conference Substitute*

House bill modified to require the National Academy of Sciences to consult with the exclusive bargaining representative of air traffic controllers in conducting the study.

## ASSESSMENT OF FAA AIR TRAFFIC CONTROLLER TRAINING PROGRAMS

H607/S516

*House bill*

Section 607 requires the Administrator to conduct a study to assess the adequacy of training programs for air traffic controllers, including the FAA's technical training strategy and improvement plan, and submit the study to Congress within six months of enactment. The study will include a review of current training systems, an analysis of competencies required of air traffic control for successful performance, an analysis of competence projected to be required in NextGen, an analysis of various training approaches, recommendations to improve current training system, and the most cost effective approach.

*Senate bill*

Section 516 requires FAA to conduct a comprehensive review of its Academy and facility training efforts, and establish standards to identify the number of developmental controllers that can be accommodated by each facility.

*Conference Substitute*

House and Senate bills modified and merged. This section includes Senate and House language, with language added requiring the Inspector General of the Department of Transportation to conduct an assessment of FAA's air traffic controller scheduling practices.

## FAA FACILITY CONDITIONS

H609/S323

*House bill*

Section 609 requires the U.S. Government Accountability Office to conduct a study of the conditions of a sampling of FAA facilities across the U.S., including towers, centers, offices and Terminal Radar Approach Control Facilities (TRACONs), as well as reports from employees relating to health conditions resulting from exposure to mold, asbestos, poor air quality, radiation and facility-related hazards in FAA facilities; conditions of facilities that could interfere with employee's ability to perform their duties; the ability of managers and supervisors to promptly document and seek remediation for unsafe facility conditions; whether employees of the Administration who report facility-related illness are treated appropriately; and utilization of scientific remediation techniques to mitigate hazardous conditions. Its findings must be submitted to the FAA and Congress. Based on the results of the GAO study, the GAO is directed to make recommendations on which facilities are in need of immediate attention, and assist the Administration in making programmatic changes so that aging facilities do not deteriorate to unsafe levels. The GAO is required to submit its report to Congress within one year of enactment.

*Senate bill*

Section 323 directs the FAA to create a task force on air traffic control (ATC) facility conditions. This task force must be composed of 11 members (7 appointed by the Administrator and four appointed by employees' unions). Four members are required to have expertise in hazardous building conditions and two members must have expertise in rehabilitation of aging buildings. This task force will have the power to obtain official data. The task force's duties would include studying: 1) the conditions of all ATC

facilities; 2) reports from employees; 3) whether employees who reported illness were treated fairly; 4) utilization of remediation techniques; and 5) resources allocated to facility maintenance and renovation. Also, the task force would be required to make recommendations necessary to ensure that: 1) facilities needing the most immediate attention are prioritized; 2) the Administration is using scientifically approved remediation techniques; and 3) ATC facilities do not deteriorate to unsafe levels. The task force also must submit a report to Congress and the Administrator regarding its recommendations and activities within 60 days. The Administrator would be required to submit a plan and timeline to implement the task force's recommendations within 30 days after receiving the task force's report.

*Conference Substitute**House bill*

## TECHNICAL CORRECTION

H—/S707

*House bill*

No similar provision.

*Senate bill*

Section 707 provides technical corrections to guarantee that the Merit Systems Protection Board has jurisdiction to investigate claims made against FAA, and has the enforcement ability at the agency that it does for all other federal employees.

*Conference Substitute**Senate bill*

## BACK PAY

H—/S707(4)(J)

*House bill*

No similar provision.

*Senate bill*

Section 707(4) (J) restores application of the Back Pay Act to FAA employees prospectively (i.e., does not have retroactive application to previously decided MSPB cases).

*Conference Substitute**House bill*

## FAMILY MEDICAL LEAVE ACT

H—/S707(4)(K)

*House bill*

No similar provision.

*Senate bill*

Section 707(4)(K) restores protections of Title II of the Family and Medical Leave Act (FMLA) for FAA employees. In contrast with Title I, there is no individual right of action and employee makes determination as to start of FMLA leave.

*Conference Substitute**House bill*

## TITLE VII—AVIATION INSURANCE

## GENERAL AUTHORITY

H701/S701(c)

*House bill*

Section 701 requires the Secretary of Transportation to extend the current aviation war risk insurance policies until September 30, 2013, and authorizes the Secretary to extend them until December 31, 2013. After December 31, 2021, coverage for the risks provided by the extended policies shall be provided in an airline industry sponsored risk-sharing arrangement approved by the Secretary. Premiums collected by the Secretary from the airline industry after September 22, 2001, through December 31, 2021, for any policy under this subsection, plus interest and less paid or pending claims, must be transferred to risk-sharing arrangement approved by the Secretary.

*Senate bill*

Section 701(c) is a similar provision, but it does not authorize a follow-on industry shared-risk program.

*Conference Substitute*

House bill modified to remove language creating a successor program.

## EXTENSION OF AUTHORITY TO LIMIT THIRD PARTY LIABILITY

H702/S701(a)

*House bill*

Section 702 extends for air carriers the current limitation of liability to third parties for losses arising out of acts of terrorism to December 31, 2013. Current law (section 44303(b)) allows the Secretary of Transportation to limit an airline's third-party liability to \$100 million and also prohibits punitive damages against either an airline or the Government for any cause resulting from a terrorist event. A principal objective of the limitation was to encourage commercial insurance companies to provide a reasonably priced amount of third party war risk insurance by defining the maximum third party liability exposure of the airline for a single event. The provision was later expanded by Congress at the request of aircraft manufacturers and aircraft engine manufacturers to permit DOT to similarly limit third-party liability for these parties.

*Senate bill*

Section 701(a) is the same provision.

*Conference Substitute**House bill*

## CLARIFICATION OF REINSURANCE AUTHORITY

H703/S—

*House bill*

Section 703 amends the reinsurance section in title 49 U.S.C. to clarify that the DOT may, as a risk mitigation technique, purchase reinsurance from commercial reinsurers to supplement payment of claims from the aviation insurance revolving fund.

*Senate bill*

No similar provision.

*Conference Substitute**House bill*

## USE OF INDEPENDENT CLAIMS ADJUSTERS

H704/S—

*House bill*

Section 704 authorizes the FAA to use commercial insurance carriers to underwrite insurance and adjust claims, and to use claims adjusters independent of an insurance underwriting agent. This permits expedited claims in the U.S. and foreign jurisdictions.

*Senate bill*

No similar provision.

*Conference Substitute**House bill*

## TITLE VIII—MISCELLANEOUS

## DISCLOSURE OF DATA TO FEDERAL AGENCIES IN INTEREST OF NATIONAL SECURITY

H801/S—

*House bill*

Section 801 clarifies that the FAA has limited authority to release data and reports that are pulled from the FAA's record systems, which are subject to the Privacy Act, to other federal agencies in the interest of national security.

*Senate bill*

No similar provision.

*Conference Substitute**House bill*

## FAA AUTHORITY TO CONDUCT CRIMINAL HISTORY RECORD CHECKS

H802/S505

*House bill*

Section 702 provides legal authority for the FAA to continue to access the National

Crime Information Center and related State criminal history databases for certification purposes only to conduct a criminal history background check of an airman in the criminal repositories of the Federal Bureau of Investigation and States by submitting finger-print based repository in compliance with the National Crime Prevention and Privacy Compact Act, and to receive relevant criminal history record regarding airman check. In accessing repository information, the FAA shall be subject to procedures established by the Departments of Justice or State as appropriate. The Administrator may not use authority to conduct criminal investigations. The Administrator shall receive reimbursement to process the finger-print based checks in providing these services. The Administrator shall designate employees of the FAA to carry out these actions.

*Senate bill*

Section 505 is a similar provision.

*Conference Substitute*

House bill.

**CIVIL PENALTIES TECHNICAL AMENDMENTS**

**H803/S—**

*House bill*

Section 803 applies civil penalties to violations of chapter 451 on Alcohol and Controlled Substance Testing.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

**CONSOLIDATION AND REALIGNMENT OF FAA SERVICES AND FACILITIES**

**H804/S308**

*House bill*

Section 804 directs the Administrator to develop proposed criteria for use in making recommendations for the realignment and consolidation of FAA services and facilities, and publish the proposed criteria within 30 days of enactment. The proposed criteria would be open to public comment for 30 days, and the FAA must publish final criteria within 90 days of enactment. It requires the Administrator to make recommendations for the realignment and consolidation of FAA services based on the final criteria and a justification for each recommendation. This information will be published and transmitted to Congress within 120 days of enactment. The Administrator is directed to submit the recommendations to a new Aviation Facilities and Services Board (not subject to the Federal Advisory Committee Act), consisting of: the Secretary of Transportation (DOT) or designee; two private sector members appointed by the DOT Secretary; and a U.S. Government Accountability Organization (GAO) representative (to be a non-voting member). Members would serve for three year terms. The Board will hold public hearings and develop a final report (with GAO input if requested by the Board) containing the Board's findings and conclusions based on public comments. The Board must publish the report and transmit a copy to Congress. The Administrator is prohibited from carrying out a Board recommendation if Congress passes a joint resolution of disapproval within 30 days of issuance of the Board's report. It authorizes the Administrator to make additional recommendations every two years. It specifies that Members of the Board will not receive compensation except for work injuries or travel expenses. The Administrator shall make available to the Board such staff, information and administrative services as may be required enabling the Board to carry out its responsibilities. In order for the Board to carry out its duties,

the Administrator is authorized to appropriate for each of FYs 2011 through 2014, \$200,000 to carry out this section.

*Senate bill*

Section 308 creates a specific process for the FAA to complete a comprehensive study and analysis of the how the agency might realign its services and facilities to help reduce capital, operating, maintenance, and administrative costs on an agency-wide basis with no adverse effect on safety. The FAA would be required to develop criteria for realignment within nine months of passage and make any recommendations for action within nine months of the publication of the criteria. The Air Traffic Control Modernization Oversight Board would then be required to study the FAA's recommendations, provide opportunity for public comment, and report the Board's recommendations to Congress. The Administrator would be prohibited from consolidating additional approach control facilities into the Southern California TRACON, the Northern California TRACON, the Miami TRACON, or the Memphis TRACON until the Board's recommendations are completed.

*Conference Substitute*

House and Senate bills merged and modified. The language now requires the Administrator to develop, in conjunction with the Chief NextGen Officer and Chief Operating Officer of the Air Transportation Organization, a National Facilities Realignment and Consolidation Report within 120 days of enactment and allow 45 days for the submission of public comments on that report. The report shall be developed with the participation of: 1) representatives of labor organizations representing operations and maintenance employees of the air traffic control system; and 2) industry stakeholders. The purpose of this report is to support the transition to NextGen and to reduce capitol, operating, maintenance, and administrative costs of the FAA without adversely affecting safety. The report shall include recommendations with justification and project costs and savings. It instructs the Administrator to submit a report to Congress within 60 days after the last day of the public comment period on the Administrator's recommendations on realignment and consolidation of services and facilities of the FAA and it directs the Administrator to follow this report during the realignment process. It maintains the House language on Congressional Disapproval which prohibits the Administrator for carrying out recommendations in the report should a joint resolution of disapproval be enacted within 30 days of submission of the report to Congress.

**LIMITING ACCESS TO FLIGHT DECKS OF ALL-CARGO AIRCRAFT**

**H805/S—**

*House bill*

Section 805 requires the FAA, within 180 days of enactment, to assess the feasibility of developing a physical means, or a combination of physical and procedural means, to prohibit individuals, other than authorized flight crewmembers, from accessing the flight decks of all-cargo aircraft. It requires a report within one year of enactment.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

**CONSOLIDATION OR ELIMINATION OF OBSOLETE, REDUNDANT, OR OTHERWISE UNNECESSARY REPORTS; USE OF ELECTRONIC MEDIA**

**H806/S721**

*House bill*

Section 806 requires the Administrator to issue a report containing a list of obsolete,

redundant, or otherwise unnecessary reports that the FAA is required by law to submit to the Congress or publish. It requires an estimate of the cost savings that would result from the elimination or consolidation of those reports.

*Senate bill*

Section 721 is an identical provision.

*Conference Substitute*

House and Senate bills.

**PROHIBITION ON USE OF CERTAIN FUNDS**

**H807/S—**

*House bill*

Section 807 prohibits the Secretary of Transportation from using funds available in this act to name, rename, designate or redesignate any authorized project or program after an individual who is currently serving in Congress.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

**STUDY ON AVIATION FUEL PRICES**

**H808/S727**

*House bill*

Section 808 requires the U.S. Government Accountability Office (GAO) to conduct a study and report to Congress within 180 days of enactment on the impact of aviation fuel price increases on the Airport and Airway Trust Fund and the aviation industry in general.

*Senate bill*

Section 727 is an identical provision.

*Conference Substitute*

Senate bill.

**WIND TURBINE LIGHTING**

**H809/S611**

*House bill*

Section 809 directs the Administrator to conduct a study, make recommendations, and report to Congress on wind turbine lighting systems within one year of the date of enactment. The study and recommendations must include the effect of wind turbine lighting on residential areas, the safety associated with alternative lighting strategies, the potential energy savings, and the feasibility of implementing alternative lighting strategies.

*Senate bill*

Section 611 requires the Administrator to survey and assess the leases for critical FAA facility sites and determine how close these facilities are to wind farms or areas suitable for the construction of wind farms. Following the assessment, the FAA would be required to report to Congress and the U.S. Government Accountability Office (GAO) on its findings and recommendations. It would require the GAO to assess the potential impact wind farms have on the FAA's navigational aids and would require an assessment on methods and restrictions to mitigate the effects of wind farms on navigational aids. Upon receiving the GAO report, the FAA would be directed to issue guidelines for the construction of wind farms near critical FAA facilities.

*Conference Substitute*

House bill.

**AIR-RAIL CODE SHARING STUDY**

**H810/S725**

*House bill*

Section 810 directs the U.S. Government Accountability Office (GAO) to conduct a study regarding existing airline and intercity passenger rail code-sharing arrangements, and the feasibility of increasing

intermodal connectivity of airline and intercity passenger rail facilities and systems to improve passenger travel, and submit the study to Congress within six months of enactment. The GAO is directed to consider: 1) the potential costs to taxpayers and other parties, and the benefits of the implementation of more integrated scheduling between airlines and Amtrak or other intercity passenger rail carriers; 2) airport and intercity passenger rail operations that can improve connectivity between airports and intercity passenger rail facilities; 3) the experience of other countries with airport and intercity passenger rail connectivity; and 4) other issues the GAO deems appropriate.

*Senate bill*

Section 725 is a similar provision, but the GAO considerations are not as extensive. It requires the report to be completed within one year.

*Conference Substitute*

House bill.

D.C. METROPOLITAN AREA SPECIAL FLIGHT RULES AREA

H811/S—

*House bill*

Section 811 requires the Administrator to work with the Secretaries of Defense and Homeland Security on a plan to decrease the operational impacts and improve general aviation access to the Washington, D.C. region impacted by the D.C. Metropolitan Area Special Flight Rules Area, and submit the plan to Congress within six months of enactment. The plan must outline specific changes to the D.C. Metropolitan Area Special Flight Rules Area that will decrease operational impacts and improve general aviation access to airports in the Washington, D.C. region that are currently impacted by the zone.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

FAA REVIEW AND REFORM

H812/S—

*House bill*

Section 812 requires the Administrator to undertake a thorough review of each program, office, and organization within the FAA, including the Air Traffic Organization, to identify: 1) duplicative positions, programs, roles or offices; 2) wasteful practices; 3) redundant, obsolete, or unnecessary functions; 4) inefficient processes; and 5) ineffectual or outdated policies. Directs the Administrator to undertake such actions as may be necessary to address the findings of the review, streamline and reform FAA functions, and submit a report to Congress within 150 days of enactment.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

USE OF MINERAL REVENUE AT CERTAIN AIRPORTS

H815/S224

*House bill*

Section 815 specifies that the FAA may declare certain revenue derived from, or generated by mineral extraction at a general aviation airport to be revenue greater than the long term projects, operation, maintenance, planning and capacity needs of the airport. If the Administrator issues a declaration, the airport sponsor may allocate to itself or governing body within limits of the airport's locality the revenue identified in declaration for use in carrying out a Federal, State or local transportation infrastructure

project. In generating revenue from mineral rights the airport sponsor shall not charge less than fair market value. The airport sponsor and Administrator shall agree on a 20 year capital improvement program that includes projected costs, charges and fees. Furthermore, the airport sponsor shall agree in writing to waive all rights to receive entitlement funds or discretionary funds, and operate as a public-use airport until the Administrator grants a request to allow airport to close. The airport sponsor shall create a provisional fund for current and future environmental impacts, assessments and mitigation plans. The Administrator shall conduct review and issue a determination within 90 days following receipt of an airport sponsor's application and requisite documentation.

*Senate bill*

Section 224 is a similar provision, but it contains a five year capital improvement program.

*Conference Substitute*

Senate bill.

CONTRACTING

H818/S—

*House bill*

Section 818 permits the Administrator to conduct a review, and submit to relevant Committees, a report describing how FAA weighs economic vitality of a region when considering contract proposals for training facilities.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill modified by removing language on "economic vitality" and inserting language that requires: 1) the proposal is drafted so that all parties can fairly compete; and 2) the proposal takes into consideration the most cost-effective location, accessibility, and services options.

FLOOD PLANNING

H819/S—

*House bill*

Section 819 permits the Administrator, in consultation with the Federal Emergency Management Administration, to conduct a review and submit to relevant committees a report on the state of preparedness and response capability for airports located in flood plains to respond to and seek assistance in rebuilding after catastrophic flooding.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill modified to include a direction to the Federal Emergency Management Agency (FEMA) to consider as an eligible activity for purposes of the National Flood Insurance Act of 1968, "the demolition and rebuilding of properties to at least base flood levels or higher".

HISTORICAL AIRCRAFT DOCUMENTS

H823/S—

*House bill*

Section 823 directs the Administrator to take actions, as seen necessary, to preserve original aircraft type certificate engineering and technical data in possession of the FAA. No later than one year after date of enactment, the Administrator shall revise an executive order to prohibit destruction of historical aircraft documents. The Administrator shall consult with Archivist of the U.S. and Administrator of General Services on the best methods to preserve these documents. The Administrator shall make these documents available under Freedom of Information Act. This provision does not affect the rights of the holder or owner of a type

certificate identified above, or require holders or owners to provide, surrender or preserve any original or duplicate engineering data to FAA. Notwithstanding any other provision of the law, the holder of a type certificate identified in this section shall not be responsible for any continued airworthiness or FAA regulatory requirements.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill modified by changing the date from one year to three years for the revision of order. The language specifying that holders of type certificates shall not be responsible for any continued airworthiness is deleted. New language is added narrowing the definition of applicability to this section to those "having a standard airworthiness certificate issued prior to the date the documents are released to a person by the FAA under subsection (b) (1).

RELEASE FROM RESTRICTIONS

H824/S219

*House bill*

Section 824 authorizes the Secretary of Transportation to grant an airport, city or county a release from any of the terms, conditions, reservations or restrictions contained in a deed in which the U.S. conveyed to the airport, city or county property for airport purposes pursuant to section 16 of Federal Airport Act or section 23 of the Airport and Airway Development Act. Any release granted by the Secretary shall be subject to the following conditions: 1) the applicable airport, city or country shall agree in conveying interest in the proper which U.S. conveyed to the airport and 2) the city or county will receive an amount for such interest equal to fair market value. Lastly, any amount received must be used exclusively for development, improvement, operation, or maintenance of public airport.

*Senate bill*

Section 219 is a similar provision, but it specifies airports in St. George, Utah, and Dona Ana County, New Mexico, for release in order to facilitate the development of a replacement airport.

*Conference Substitute*

House bill modified.

AIR TRANSPORTATION OF LITHIUM CELLS AND BATTERIES

H814/S—

*House bill*

Section 814 requires the Administrator to not issue or enforce any regulation regarding the transportation by aircraft of lithium metal cells or batteries or lithium ion cells or batteries, if the requirement is more stringent than the requirements of International Civil Aviation Organization.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill modified to require that, in almost all circumstances, regulations governing the air transportation of lithium metal or lithium ion cells or batteries be consistent with the provisions of the International Civil Aviation Organization Technical Instructions for the Safe Transportation of Dangerous Goods by Air (commonly known as the ICAO Technical Instructions), as in effect at the time the regulations were adopted. The only exceptions to this directive would be (a) to allow the retention of an existing U.S. prohibition on transportation of lithium metal batteries and cells on passenger aircraft, even if it is not embodied in the ICAO Technical Instructions, and (b) to allow adoption and enforcement of a targeted rule more stringent than the ICAO

Technical Instructions in the event that an authoritative national or international governmental body provides a formal report finding that the presence of lithium metal or lithium ion batteries on an aircraft in compliance with the ICAO Technical Instructions was a substantial contributing factor to the initiation or promulgation of an on-board fire.

Where the conditions set forth in this section are met, the Secretary may issue a targeted emergency regulation that addresses solely the deficiencies identified in the report that triggered the regulation. That regulation may remain in effect for up to one year and is not subject to renewal. Either alternatively or consecutively, the Secretary may undertake a rulemaking in accordance with the Administrative Procedure Act to adopt a permanent regulation. That permanent regulation must be based on substantial credible evidence that the cells or batteries of the type at issue could be expected to substantially contribute or propagate an on-board fire even if they were shipped in accordance with applicable ICAO Technical Regulations; be narrowly tailored to avoid disruption of the shipping of other cells, batteries or products; and employ the least expensive approach while addressing the identified safety concern.

LIABILITY PROTECTION FOR VOLUNTEER PILOT NONPROFIT ORGANIZATIONS THAT FLY FOR PUBLIC BENEFIT AND TO PILOTS AND STAFF OF SUCH NONPROFIT ORGANIZATION

H816/S1211-1213

*House bill*

Section 816 amends the Volunteer Protection Act of 1997 (VPA) to include volunteer pilots and volunteer pilot organizations within the scope of its protections. Under present law, nonprofit volunteer pilot organizations and their pilots that provide life-saving medical flights without compensation are vulnerable to costly and often frivolous litigation that undermines the ability of these organizations to provide critical volunteer flight services in a timely manner. In addition, institutions that refer patients to volunteer pilot organizations are presently subject to legal jeopardy. Section 816 protects and promotes the important work of volunteer pilot organizations by creating limited protection against liability to volunteer pilot organizations and pilots so that they are able to procure necessary insurance and continue their important operations.

*Senate bill*

Sections 1221–1213 of the Senate bill contain a similar, but more limited, volunteer pilot provision. The Senate provision only includes volunteer pilots within the scope of its protections. Although the Senate provision does not provide protections to volunteer pilot organizations, it does protect and promote the important work of volunteer pilots.

*Conference Substitute*

No provision.

AIRCRAFT SITUATIONAL DISPLAY TO INDUSTRY

H817/S—

*House bill*

Section 817 specifies that Congress finds that the federal government's dissemination to the public of information relating to non-commercial flight does not serve a public policy objective. Upon request of private owner or operator the Federal Government should not disseminate to the public information relating to non-commercial flights carried out by that owner or operator as the information should be private and confidential. The FAA shall block the display of the owner or operator's aircraft registration number in aircraft situation display data

upon the private owner or operator request, except when the FAA provides such data to a government agency.

*Senate bill*

No similar provision.

*Conference Substitute*

*Senate bill*

SENSE OF CONGRESS

H825/S—

*House bill*

Section 825 states that it is the Sense of Congress that Los Angeles World Airports should consult on regular basis with representatives of the community surrounding the airport regarding ongoing operations, plans to expand, modify or realign the Los Angeles International Airport (LAX) facility, and include consultations with any organization which has at least 20 or more individuals.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill modified to include consultation with any organization which has at least 100 or more individuals.

HUMAN INTERVENTION MOTIVATION STUDY

H—/S702

*House bill*

No similar provision.

*Senate bill*

Section 702 within six months of enactment the FAA shall develop a Human Intervention Motivation Study program for cabin crews employed by commercial air carriers in the United States.

*Conference Substitute*

*Senate bill*

STUDY OF AERONAUTICAL MOBILE TELEMETRY

H—/S719

*House bill*

No similar provision.

*Senate bill*

Section 719 requires the Administrator to report to Congress in 180 days on the aeronautical telemetry needs of civil aviation over the next decade and the potential impact of the introduction of a new radio service operating at the same spectrum as aeronautical mobile telemetry service.

*Conference Substitute*

*Senate bill*

CLARIFICATION OF REQUIREMENTS FOR VOLUNTEER PILOTS OPERATING CHARITABLE MEDICAL FLIGHTS

H—/S729

*House bill*

No similar provision.

*Senate bill*

Section 729 clarifies that an aircraft owner or aircraft operator can accept reimbursement for all or part of the fuel costs associated with operating a volunteer flight for medical purposes.

*Conference Substitute*

Senate bill modified by including original language, "not notwithstanding any other law or regulation" for the administering of section 61.113(c) of 14 C.F.R. Furthermore, language is added to allow pilot to accept reimbursement from volunteer pilot organization for fuel costs association with flight operation for medical purpose, and add "organ" as a transported item in subsection (a). Language is added that in order for an owner or operator to be eligible for the referenced reimbursement, the aircraft owner or operator must have volunteered and notified any individual on the flight that the flight operation

is for charitable purposes and is not subject to the same requirements as commercial flight. Lastly, language was added that allows the Administrator to impose minimum standards with respect to training and flight hours for single-engine, multi-engine and turbine engine operations that is being reimbursed for fuel costs in the above mentioned event, including the authority to mandate that pilot in command of aircraft hold an instrument rating and be current and qualified for the aircraft being flown to ensure safety of flight operations.

PILOT PROGRAM FOR A REDEVELOPMENT OF AIRPORT PROPERTIES

H—/S712

*House bill*

No similar provision.

*Senate bill*

Section 702 directs the FAA to create a pilot program fostering the collaboration between airports who have submitted a noise compatibility program and the surrounding neighboring local jurisdictions to encourage airport-compatible land uses and generate economic benefits to the local airport authority and adjacent community. The FAA would also have the authority to issue grants for this program.

*Conference Substitute*

*Senate bill*

REPORT ON NEW YORK CITY AND NEWARK AIR TRAFFIC CONTROL FACILITIES

H—/S723

*House bill*

No similar provision.

*Senate bill*

Section 723 requires the Administrator within 90 days to report to Congress on FAA's plan to staff Newark Liberty Airport's air traffic control tower at negotiated staffing levels within one year.

*Conference Substitute*

Senate bill modified to direct FAA to submit a report to Congress on the FAA's staffing and scheduling plans for air traffic control facilities in the New York and Newark Region for the one year period after the date of enactment.

CYLINDERS OF COMPRESSED OXYGEN OR OTHER OXIDIZING GASES

H813/S730

*House bill*

Section 813 directs that the transportation within the State of Alaska of cylinders of compressed oxygen or other oxidizing gases aboard aircraft is exempt from compliance from regulations that require such gases to be enclosed in outer packaging capable of passing the flame penetration and resistance test and the thermal resistance test, without regard to the end use of the cylinders. The exemption is to be applied in circumstances in which transportation of the cylinders by ground or vessel is unavailable and transportation by aircraft is the only practical means for transporting the cylinders to their destination.

*Senate bill*

Section 730 is a similar provision, but provides an exemption only for certain cylinders.

*Conference Substitute*

House bill modified to include new language that: 1) specifies that each cylinder is fully covered with fire or flame resistant blanket; 2) requires that the operator complies with the applicable notification procedures under 49 C.F.R. 175.33.; and 3) specifies that the exemption applies to cargo-only aircraft if the destination has cargo-only service at least once a week and passenger and

cargo-only aircraft if the destination does not receive cargo-only service at least once a week.

## ORPHAN EARMARKS ACT

H—/S738

## House bill

No similar provision.

## Senate bill

Section 738 requires all federal agencies to rescind amounts designated as earmarks back to the Treasury if they are nine years or older.

## Conference Substitute

Senate bill modified.

## PRIVACY PROTECTIONS FOR AIRCRAFT PASSENGER SCREENING WITH ADVANCED IMAGING TECHNOLOGY

H—/S739

## House bill

No similar provision.

## Senate bill

Section 739 directs the Transportation Security Administration (TSA) Administrator to ensure that advanced imaging technology used for the screening of passengers is equipped with automatic target recognition software (which would produce a generic image of the individual being screened) beginning on January 1, 2012.

## Conference Substitute

Senate bill modified to include language allowing the TSA Administrator to extend the deadline that requires the TSA Administrator to ensure that Advanced Imaging Technology machines meet requirements as specified in this section, if the resulting technology would perform inadequately or additional testing is necessary. In addition, the beginning date for implementation of automatic target recognition software is changed from January 1, 2012 to June 1, 2012.

## TERMINATION OF CERTAIN RESTRICTIONS FOR BURKE LAKEFRONT AIRPORT

H820/S—

## House bill

Section 820 states that any restriction in FAA Flight Data Center Notice to Airmen, the Administrator may not prohibit or impose airspace restrictions with respect to an air show or other aerial event located at the Burke Lakefront Airport in Cleveland, Ohio, due to a stadium event or event at other venues occurring at the same time. The Administrator may prohibit aircraft from flying directly over applicable stadiums or venues.

## Senate bill

No similar provision.

## Conference Substitute

Senate bill.

## SANTA MONICA AIRPORT, CA.

H821/S—

## House bill

Section 821 specifies that Congress finds that the Administrator should enter into good faith discussions with city of Santa Monica, California, to achieve a runway safety area solution consistent with FAA design guidelines.

## Senate bill

No similar provision.

## Conference Substitute

Senate bill.

## INSPECTOR GENERAL REPORT ON PARTICIPATION IN FAA PROGRAMS BY DISADVANTAGED SMALL BUSINESS CONCERN

H822/S—

## House bill

Section 822 directs the DOT IG to submit a report to Congress on the number of new

small business concerns owned and controlled by socially and economically disadvantaged individuals, such as veterans, that participate in airport programs. The report shall list the top 25 and bottom 25 large and medium hub airports in terms of providing opportunities for such small businesses and provide results of the assessments and recommendations to the FAA and Congress on methods for other airports to achieve results similar to those of the top airports.

## Senate bill

No similar provision.

## Conference Substitute

House bill.

## ISSUING REGULATIONS

H826/S—

## House bill

Section 826 requires that when proposing or issuing regulation the Administrator shall analyze the different industry segments and tailor any regulation to characteristics of each separate segment, taking into account that U.S. aviation industry is composed of different segments. The Administrator shall analyze for each industry segment: alternative forms of regulation, assess the costs and benefits, ensure proposed regulation is based on best reasonably obtainable scientific, technical and other information, and assess any adverse effects on efficient function of the economy, private markets together with quantification of such costs.

## Senate bill

No similar provision.

## Conference Substitute

Senate bill.

## WEIGHT RESTRICTIONS AT TETERBORO AIRPORT

H—/S711

## House bill

No similar provision.

## Senate bill

Section 711 prohibits the Administrator from taking action designed to challenge or influence the weight restrictions at Teterboro Airport, except in an emergency.

## Conference Substitute

House bill.

## FLIGHT CREW MEMBER PAIRING AND CREW RESOURCE MANAGEMENT TECHNIQUES

H—/S720

## House bill

No similar provision.

## Senate bill

Section 720 requires the Administrator to conduct a study and issue a report on aviation industry best practices with regard to flight crew member pairing, crew resource management techniques, and pilot commuting.

## Conference Substitute

House bill because the Senate provision is included in P.L. 111-216, the Airline Safety and Federal Aviation Administration Extension Act of 2010.

## ONGOING MONITORING OF AIRSPACE REDESIGN

H—/S726

## House bill

No similar provision.

## Senate bill

Section 726 directs the Administrator to work with the New York and New Jersey Port Authority to monitor the noise impacts of the redesign and submit reports to Congress on those impacts within 270 days, and every 180 days thereafter until the New York, New Jersey and Philadelphia airspace redesign is completed.

## Conference Substitute

House bill.

## LAND CONVEYANCE FOR SOUTHERN NEVADA

H—/S728

## House bill

No similar provision.

## Senate bill

Section 728 adds language to Title VII to allow certain lands in Clark County, Nevada, to be used for the development of a flood mitigation infrastructure project once the Administrator has: (1) approved an airport layout plan for an airport in Ivanpah Valley, Nevada; and (2) issued a record of decision after the preparation of an environmental impact statement or similar analysis document on the construction and operation for the airport in Ivanpah Valley, Nevada.

## Conference Substitute

House bill.

## TECHNICAL CORRECTION

H—/S731

## House bill

No similar provision.

## Senate bill

Section 731 amends the Consolidated Appropriations Act of 2010, to require inspections of rail containers containing firearms or ammunition and permits the temporary suspension of firearm carriage if credible intelligence information indicates that a threat related to the national rail system, specific routes, or trains is identified.

## Conference Substitute

House bill.

## SCIENTIFIC INSTRUMENTS ON COMMERCIAL FLIGHTS

H—/S732

## House bill

No similar provision.

## Senate bill

Section 732 requires the Secretary of Transportation and the Secretary of Commerce to develop a plan to allow federal agencies to fly weather forecasting instruments on commercial flights within 270 days of enactment.

## Conference Substitute

House bill.

## CONTROLLING HELICOPTER NOISE IN RESIDENTIAL AREAS

H—/S740

## House bill

No similar provision.

## Senate bill

Section 740 directs the FAA to prescribe standards to measure helicopter noise and regulations to control helicopter noise in residential areas. This section would mandate that within one year, the FAA finalize regulations with respect to helicopters operating over Long Island.

## Conference Substitute

House bill.

## CRIMINAL PENALTY FOR UNAUTHORIZED RECORDING OR DISTRIBUTION OF SECURITY SCREENING IMAGES

H—/S734

## House bill

No similar provision.

## Senate bill

Section 734 establishes criminal penalties for unauthorized recording or distribution of security screening images. Includes images from backscatter x-rays or millimeter waves and devices. It provides an exception for certain law enforcement or intelligence purposes.

*Conference Substitute**House bill.***APPROVAL OF APPLICATIONS FOR THE SECURITY SCREENING OPT-OUT PROGRAM**

H—/S735

*House bill*

No similar provision.

*Senate bill*

Section 735 requires the Transportation Security Administration (TSA) Administrator to consider approving applications to participate in the Screening Partnership Program (SPP), which uses private screeners instead of TSA employees, for all airports with pending applications. This section requires the TSA Administrator to reconsider rejected applications for the SPP for a limited number of airports. If the TSA Administrator decides again to deny an application, they must report to Congress on the reason for the denial.

*Conference Substitute*

Senate bill modified to require the TSA Administrator to approve or deny, within 120 days, an application received by an airport to participate in the SPP. The Administrator is required to approve the application unless a determination is made that such approval would compromise security or have a detrimental effect on the cost-efficiency or effectiveness of security screening at that airport. The Administrator must provide a more in-depth explanation in a report to Congress if an SPP application is denied. This explanation must include: (1) the findings that served as a basis for the denial; (2) results of any cost or security analysis conducted in the reconsideration; and (3) recommendations on how the airport operator can address the reasons for the denial. This report has to be issued with 60 days of the denial. Airport Operators who apply for the SPP must also provide TSA a recommendation as to which company would best serve the airport along with an explanation for that choice. The modified provision also requires the reconsideration of SPP applications pending between January 1, 2011, and February 3, 2011, and outlines specific timelines to be followed in issuing decisions regarding SPP reapplications. The provision includes modifications to existing requirements which provide the Administrator with more flexibility in determining what companies can bid for SPP contracts.

The conference committee believes that in determining the cost efficiency and effectiveness of an applicant's screening services, the TSA Administrator shall compare the annual costs to the Federal government and related effectiveness measures associated with screening services at commercial airports using private-sector screeners with comparable costs associated with screening services by Federal screeners, applying the relevant cost and performance metrics equally to the private and Federal screening programs.

**CONVEYANCE OF LAND TO CITY OF MESQUITE, NEVADA**

H—/S736

*House bill*

No similar provision.

*Senate bill*

Section 736 directs the Secretary of the Interior to convey to the City of Mesquite, NV, without consideration, all right, title and interests of the U.S. in a land parcel at Mesquite Airport.

*Conference Substitute*

House bill.

**TITLE IX—NATIONAL MEDIATION BOARD AUTHORITY OF THE DOT INSPECTOR GENERAL**

H901/S—

*House bill*

Section 901 gives the DOT IG specific authority to conduct audits and evaluate the National Mediation Board's (NMB) financial management, property management, and business operations. In carrying out this authority, the Inspector General of the Department of Transportation (DOT IG) is to keep the Chairman of the Mediation Board and Congress fully and currently informed, issue findings and recommendations and report periodically to Congress. The Secretary of Transportation may only appropriate for use by the DOT IG no more than \$125,000 for each of FYs 2011 through 2014.

*Senate bill*

No similar provision.

*Conference Action*

No provision.

**EVALUATION AND AUDIT OF THE NATIONAL MEDIATION BOARD**

H902/S—

*House bill*

Section 902 directs the GAO to conduct audits and evaluate the NMB's programs, operations and activities, including: 1) information management and security; 2) resource management; 3) workforce development; 4) procurement and contracting policies; and 5) NMB processes for conducting investigations of representation applications, determining and certifying representation of employees, and ensuring that the process occurs without interference.

*Senate bill*

No similar provision.

*Conference Action*

House provision modified. The conference committee agreed to the following modifications. The conference committee agreed to amend the Railway Labor Act by requiring an evaluation and audit of the Mediation Board by the Comptroller General. The Comptroller General of the U.S. shall evaluate and audit the programs and expenditures of the Mediation Board at least every two years, however it may be conducted as determined necessary by the Comptroller or appropriate congressional committees. In conducting the evaluation and audit of the Mediation Board, the Conference Committee sets forth the minimum programs, operations and activities of the Board that shall be included. No later than 180 days after the date of enactment, the Comptroller General shall review the Mediation Board's processes to certify and decertify representation of employees by a labor organization and make recommendations to the Board and appropriate congressional committees regarding actions that may be taken by the Board to ensure the processes are fair and reasonable for all parties.

**REPEAL OF RULE**

H903/S—

*House bill*

Section 903 repeals the rule prescribed by the NMB on May 11, 2010, effective January 1, 2011. In May 2010, the NMB changed standing rules for union elections at airlines and railroads, which counted abstentions as votes "against" unionizing, to the current rule which counts only no votes as "against" unionizing, abstentions do not count either way.

*Senate bill*

No similar provision.

*Conference Action*

This provision was not agreed to by the Conference, and is not included in the final

bill. The conference committee agreed to the following provisions.

*Rule Making*

The conference committee agreed to amend title I of the Railway Labor Act by inserting after section 10 that the Mediation Board has authority from time to time to make, amend, and rescind, in the manner prescribed by section 553 of title 5, United States Code and after opportunity for a public hearing, such rules and regulations as may be necessary to carry out the provisions of this Act.

*Runoff Elections*

The conference committee agreed to amend Paragraph Nine of section 2 of the Railway Labor Act to require that in any runoff election for which there are 3 or more options (including the option of not being represented by any labor organization) on the ballot and no such option receives a majority of the valid votes cast, the Mediation Board shall arrange for a second election between the options receiving the largest and the second largest number of votes.

*Showing of Interest*

The conference committee agreed to amend section 2 of the Railway Labor Act by raising the showing of interest threshold for elections to not less than fifty percent of the employees in the craft or class.

**TITLE X—SCIENCE COMMITTEE, RESEARCH, ENGINEERING AND DEVELOPMENT (R,E&D)****SHORT TITLE**

H1001/S—

*House bill*

Section 1001 titles the section the "Federal Aviation Research and Development Reauthorization Act of 2011".

*Senate bill*

No similar provision.

*Conference Substitute*

Senate bill.

**AUTHORIZATION OF APPROPRIATIONS (\$ IN MILLIONS)**

H1003(a)/S103

*House bill*

Section 1003(a) authorizes the Federal Aviation Administration's Research, Engineering and Development (R,E&D) account at \$163.2 million in FY 2011, and \$146.83 million in FY 2012, FY 2013, and FY 2014.

*Senate bill*

Section 103 authorizes the Federal Aviation Administration's Research, Engineering and Development account at \$200 million in FY 2010 and \$206 million in FY 2011.

*Conference Substitute*

House and Senate bills merged to provide \$168 million for Federal Aviation Administration's Research, Engineering and Development account in FYs 2012 through FY 2015.

**DEFINITIONS**

H1002/S—

*House bill*

Section 1001 defines the terms Administrator", "FAA", "Institution of Higher Education", "NASA", National Research Council", "NOAA", and "Secretary".

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

**PROGRAMS AUTHORIZED**

H1003(b), (c)/S103

*House bill*

Section 1003(b), (c) authorizes Research and Development activities listed in the National Aviation Research Plan.

*Senate bill*

Section 103 requires the FAA to establish a grant program to promote aviation research at undergraduate and technical colleges including schools serving Historically Black Colleges and Universities, Hispanic, Native Alaskan & Hawaiian populations.

*Conference Substitute*

House bill.

## UNMANNED AIRCRAFT SYSTEMS

H1004/S607(a)

*House bill*

Section 1004 requires the Administrator in conjunction with other appropriate federal agencies to develop technologies and methods to assess the risk and prevent defects, failures, and malfunctions of products, parts and processes for use in all classes of Unmanned Aircraft Systems (UAS) that could result in catastrophic failure of UAS or endanger other aircraft in the NAS. The Administrator is required to supervise research which will develop better understanding of the relationship between human factors and UAS safety and develop simulation models for integration of all UASs into the NAS without degrading safety for current users.

*Senate bill*

Section 607(a) permits the FAA to conduct developmental research on UASs. It authorizes the FAA, in conjunction with other federal agencies as appropriate, to develop technologies and methods to assess the risk of and prevent defects, failures, and malfunctions of products, parts, and processes, for use in all classes of unmanned aircraft systems that could result in a catastrophic failure.

*Conference Substitute*

House bill.

## RESEARCH PROGRAM ON RUNWAYS

H1005/S605

*House bill*

Section 1005 directs that when researching how to develop and maintain a safe and efficient NAS, the Administrator will include improved runway surfaces and engineered material restraining systems for runways at general aviation and commercial airports.

*Senate bill*

Section 605 allows the FAA to continue a program that authorizes awards to nonprofit research foundations to improve the construction and durability of pavement for runways.

*Conference Substitute*

House and Senate bills merged. The provision contains modified Senate language in subsection (a) that will allow the Administrator to maintain a program that will make awards to carry out a research program under which the Administrator may make grants to and enter into cooperative agreements with institutions of higher education and nonprofit pavement research organization. The conference agreement includes House language to cover research that relates to engineered material restraining systems for runways at both general aviation and commercial airports. The conference agreement also includes Senate language on use of grants or cooperative agreements.

## RESEARCH ON DESIGN FOR CERTIFICATION

H1006/S—

*House bill*

Section 1006 requires the Administrator to conduct research on methods and procedures to improve confidence in and the timeliness of certification of new technologies for introduction into the NAS within one year. It specifies that not later than six months after enactment, the FAA will develop a plan for

the research that contains objectives, proposed tasks, milestones and a five year budget profile. The Administrator will enter into an arrangement with the National Research Council to conduct an independent review of the plan not later than 18 months after the date of enactment, with results of the review provided to Congress.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

## AIRPORT COOPERATIVE RESEARCH PROGRAM

H1007/S601

*House bill*

Section 1007 makes the Airport Cooperative Research Program permanent and requires a report on the program no later than September 30, 2012.

*Senate bill*

Section 601 is a similar provision, but it specifies that a maximum of \$15 million of aviation research grant funds may go to the Airport Cooperative Research Program. It directs that at least \$5 million of the Airport Cooperative Research Program funds must go to environmental research.

*Conference Substitute*

House bill.

## CENTERS OF EXCELLENCE

H1008/S608

*House bill*

Section 1008 changes the current Government share of costs for the Centers of Excellence so that the government's share of cost will not exceed 50 percent, with the exception that the Administrator may increase the share to a maximum of 75 percent for a fiscal year if the Administrator determines a center would be unable to carry out authorized activities without additional funds. An annual report is required listing the research projects initiated at each Center of Excellence, the amount of funding and funding source for each project, institutions participating, their shares of funding, and level of cost-sharing for the project.

*Senate bill*

Section 608 authorizes \$1 million per year for each of fiscal years 2008 through 2012 for a Center of Excellence in applied research and training in the use of advanced materials in transport category aircraft.

*Conference Substitute*

House bill.

## CENTER OF EXCELLENCE FOR AVIATION HUMAN RESOURCE RESEARCH

H1009/S—

*House bill*

Section 1009 permits the Administrator to establish a Center of Excellence to conduct research on human performance in the air transportation environment, and any other aviation human resource issues pertinent to developing and maintaining a safe and efficient air transportation system. Activities conducted under this section may include research and development and evaluation of training programs, best practices for recruitment, development of a baseline of general aviation employment statistics, research and development of the airframe and power plant technician certification process, evaluation of aviation maintenance technician school environment, and transitioning mechanics into the aviation field.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

## INTERAGENCY RESEARCH ON AVIATION AND THE ENVIRONMENT

H1010/S—

*House bill*

Section 1010 directs that the Administrator, in coordination with National Air and Space Administration (NASA), may maintain a research program to assess the potential effect of aviation on the environment. The research plan will be developed by the Administrator with NASA and other relevant agencies, and will contain an inventory of current interagency research, future research objectives, proposed tasks, milestones and a five year budgetary profile. The plan shall be completed within one year, and shall be updated as appropriate every three years after initial submission.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

## AVIATION FUEL RESEARCH AND DEVELOPMENT PROGRAM

H1011/S—

*House bill*

Section 1011 specifies that, using Research, Engineering and Development (R&D) funds, the Administrator, in coordination with NASA Administrator, will continue R&D activities into the qualification of unleaded aviation fuel and safe transition to this fuel for the fleet of piston engine aircraft. It directs that the Administrator, not later than 270 days after enactment, will provide Congress with a report on a plan, policies, and guidelines on how this will be accomplished.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill.

## RESEARCH PROGRAM ON ALTERNATIVE JET FUEL TECHNOLOGY FOR CIVIL AIRCRAFT

H1012/S603

*House bill*

Section 1012 directs the Secretary of Transportation to conduct a research program related to developing and qualifying jet fuel from alternative sources through grants and other measures. The program will allow for participation of industry and educational and research institutions that have existing facilities and experience in the research and development of technology for alternative jet fuels. The Secretary may collaborate with existing interagency programs, including the Commercial Aviation Alternative Fuels Initiative (CAAFI).

*Senate bill*

Section 603 requires the DOT to establish a research program to develop jet fuel from natural gas, biomass, and other renewable sources. It directs that the FAA, within 180 days, designate a Center of Excellence for Alternative Jet-Fuel Research for Civil Aircraft.

*Conference Substitute*

Senate bill modified to add language permitting facilities to participate in the program that "leverage private sector partnerships and consortia with experience across the supply chain" and changing "shall" to "may" in directing the Administrator to designate an institution to carry out this section.

## REVIEW OF FAA'S ENERGY- AND ENVIRONMENT-RELATED RESEARCH PROGRAMS

H1013/S—

*House bill*

Section 1013 directs the Administrator to review FAA energy-related and environment-

related research programs. It initiates a report to be submitted on the agency's review to Congress no later than 18 months after enactment.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill modified to direct the FAA to "enter into an arrangement for an independent external review" to conduct the review, rather than the Administrator.

REVIEW OF FAA'S AVIATION SAFETY-RELATED RESEARCH PROGRAMS

H1014/S—

*House bill*

Section 1014 directs the Administrator to review FAA's aviation safety-related research programs. It initiates a report to be submitted on the agency's review to Congress no later than 14 months after enactment.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill modified to direct the FAA to "enter into an arrangement for an independent external review" to conduct the review, rather than the Administrator.

RESEARCH GRANTS FOR UNDERGRADUATES

H—/S103

*House bill*

No similar provision.

*Senate bill*

Section 103 authorizes \$5 million for research grants program for undergraduate colleges, including those that are Historically Black Colleges and Universities, Hispanic Serving Institutions, tribally controlled institutions and Alaska Native and Native Hawaiian institutions.

*Conference Substitute*

House bill.

PRODUCTION OF CLEAN COAL FUEL TECHNOLOGY FOR CIVILIAN AIRCRAFT

H—/S604

*House bill*

No similar provision.

*Senate bill*

Section 604 requires the Secretary of Transportation to establish a Center of Excellence for a research program related to developing jet fuel from clean coal through grants or other measures, with a requirement to include educational and research institutions in the initiative.

*Conference Substitute*

Senate bill modified by changing "shall" to "may" in directing the Administrator to establish a Center of Excellence to carry out this section.

WAKE TURBULENCE, VOLCANIC ASH, AND WEATHER RESEARCH

H—/S606

*House bill*

No similar provision.

*Senate bill*

Section 606 directs the Administrator to initiate an evaluation of proposals that would: increase capacity throughout the NAS by reducing spacing requirements between aircraft through research of wake turbulence; begin implementation of a system to avoid volcanic ash; and establish weather research projects, including on ground deicing.

*Conference Substitute*

Senate bill modified to include research on the nature of wake vortexes and to direct the

Administrator to coordinate with National Oceanic and Atmospheric Administration (NOAA), National Air and Space Administration (NASA), and other appropriate federal agencies to conduct research.

REAUTHORIZATION OF CENTER OF EXCELLENCE IN APPLIED RESEARCH AND TRAINING IN THE USE OF ADVANCED MATERIALS IN TRANSPORT AIRCRAFT

H—/S608

*House bill*

No similar provision.

*Senate bill*

Section 608 authorizes \$1 million per year for FYs 2008 through 2012 for a Center of Excellence in applied research and training in the use of advanced materials in transport category aircraft.

*Conference Substitute*

Senate bill with modification removing authorization amounts.

RESEARCH AND DEVELOPMENT OF EQUIPMENT TO CLEAN AND MONITOR THE ENGINE AND APU BLEED AIR SUPPLIED ON PRESSURIZED AIRCRAFT

H—/S612

*House bill*

No similar provision.

*Senate bill*

Section 612 requires the FAA to conduct a research program for the identification or development of effective air cleaning technology and sensors technology for the engine and auxiliary power unit bleed air supplied to passenger cabins and flight decks of all pressurized aircraft. It would require the FAA submit a report to Congress within one year.

*Conference Substitute*

Senate bill.

EXPERT REVIEW OF ENTERPRISE ARCHITECTURE FOR NEXTGEN

H212/S314

*House bill*

Section 212 directs the Administrator to enter into an arrangement with the National Research Council to review the enterprise architecture for NextGen. Also, the Administrator must report to Congress within one year on the results of this review.

*Senate bill*

Section 314 directs the Administrator to publish a report within six months, after consultation with stakeholders, including the development of: 1) RNP/RNAV procedures at 137 airports; 2) a description of the activities required for their implementation; 3) an implementation plan that includes baseline and performance metrics; 4) assessment of the benefits/costs of using third parties to develop the procedures; and 5) a process for the creation of future RNP and RNAV procedures. The Administrator must implement 30 percent of the procedures within 18 months of enactment, 60 percent within 36 months of enactment, and 100 percent by 2014. The Administrator is directed to create a plan for the implementation of procedures at the remaining airports across the country. It would require 25 percent of the procedures at these airports to be implemented within 18 months after enactment, 50 percent within 30 months after enactment, 75 percent within 42 months after enactment, and 100 percent before 2016. The charter of the Performance Based Navigation ARC is extended and directs it to establish priorities for development of RNP/RNAV procedures based on potential safety and congestion benefits. It would require that the process of the development of such procedures be subject to a previously established environmental review

process. The FAA is directed to provide Congress with a deployment plan for the implementation of a nationwide data communications system to support NextGen ATC, and a report evaluating the ability of NextGen technologies to facilitate improved performance standards for aircraft in the NAS.

*Conference Substitute*

House bill modified to direct the FAA to "enter into an arrangement for an independent external review" to conduct the review, rather than the Administrator.

AIRPORT SUSTAINABILITY PLANNING WORKING GROUP

H—/S221

*House bill*

No similar provision.

*Senate bill*

Section 221 establishes an airport sustainability working group within the FAA that would submit a report on their findings to the Administrator within one year of enactment. The working group would be comprised of 15 members including the Administrator and industry representatives.

*Conference Substitute*

Senate bill with minor modifications.

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

A. Extension of Taxes Funding the Airport and Airway Trust Fund (sec. 1103 of the House bill, sec. 801 of the Senate amendment, sec. 1101 of the conference agreement, and secs. 4261, 4271, and 4081 of the Code)

PRESENT LAW

*Overview*

Excise taxes are imposed on amounts paid for commercial air passenger and freight transportation and on fuels used in commercial aviation and noncommercial aviation (i.e., transportation that is not "for hire") to fund the Airport and Airway Trust Fund. The present aviation excise taxes are as follows:

Tax (and Code section)	Tax Rates
Domestic air passengers (sec. 4261)	7.5 percent of fare, plus \$3.80 (2012) per domestic flight segment generally. <sup>1</sup>
International travel facilities tax (sec. 4261)	\$16.70 (2012) per arrival or departure <sup>2</sup>
Amounts paid for right to award free or reduced rate passenger air transportation (sec. 4261)	7.5 percent of amount paid
Air cargo (freight) transportation (sec. 4271)	6.25 percent of amount charged for domestic transportation; no tax on international cargo transportation
Aviation fuels (sec. 4081). <sup>3</sup>	
1. Commercial aviation .....	4.3 cents per gallon
2. Non-commercial (general) aviation:	
Aviation gasoline .....	19.3 cents per gallon
Jet fuel .....	21.8 cents per gallon

All Airport and Airway Trust Fund excise taxes, except for 4.3 cents per gallon of the taxes on aviation fuels, are scheduled to expire after February 17, 2012. The 4.3-cents-per-gallon fuels tax rate is permanent.

*Taxes on transportation of persons by air*

*Domestic air passenger excise tax*

Domestic air passenger transportation generally is subject to a two-part excise tax.

<sup>1</sup>The domestic flight segment portion of the tax is adjusted annually (effective each January 1) for inflation (adjustments based on the changes in the consumer price index (the "CPI")).

<sup>2</sup>The international travel facilities tax rate is adjusted annually for inflation (measured by changes in the CPI).

<sup>3</sup>Like most other taxable motor fuels, aviation fuels are subject to an additional 0.1-cent-per-gallon excise tax to fund the Leaking Underground Storage Tank Trust Fund.

The first component is an ad valorem tax imposed at the rate of 7.5 percent of the amount paid for the transportation. The second component is a flight segment tax. For 2012, the flight segment tax rate is \$3.80.<sup>4</sup> A flight segment is defined as transportation involving a single take-off and a single landing. For example, travel from New York to San Francisco, with an intermediate stop in Chicago, consists of two flight segments (without regard to whether the passenger changes aircraft in Chicago).

The flight segment component of the tax does not apply to segments to or from qualified “rural airports.” For any calendar year, a rural airport is defined as an airport that in the second preceding calendar year had fewer than 100,000 commercial passenger departures, and meets one of the following three additional requirements: (1) the airport is not located within 75 miles of another airport that had more than 100,000 such departures in that year; (2) the airport is receiving payments under the Federal “essential air service” program; or (3) the airport is not connected by paved roads to another airport.<sup>5</sup>

The domestic air passenger excise tax applies to “taxable transportation.” Taxable transportation means transportation by air that begins in the United States or in the portion of Canada or Mexico that is not more than 225 miles from the nearest point in the continental United States and ends in the United States or in such 225-mile zone. If the domestic transportation is paid for outside of the United States, it is taxable only if it begins and ends in the United States.

For purposes of the domestic air passenger excise tax, taxable transportation does not include “uninterrupted international air transportation.” Uninterrupted international air transportation is any transportation that does not both begin and end in the United States or within the 225-mile zone and does not have a layover time of more than 12 hours. The tax on international air passenger transportation is discussed below.

#### *International travel facilities tax*

For 2012, international air passenger transportation is subject to a tax of \$16.70 per arrival or departure in lieu of the taxes imposed on domestic air passenger transportation if the transportation begins or ends in the United States.<sup>6</sup> The definition of international transportation includes certain purely domestic transportation that is associated with an international journey. Under these rules, a passenger traveling on separate domestic segments integral to international travel is exempt from the domestic passenger taxes on those segments if the stopover time at any point within the United States does not exceed 12 hours.

In the case of a domestic segment beginning or ending in Alaska or Hawaii, the tax applies to departures only and is \$8.40 for calendar year 2012.

#### *“Free” travel*

Both the domestic air passenger tax and the use of international air facilities tax

<sup>4</sup> Sec. 4261(b)(1) and 4261(d)(4). Unless otherwise stated, all section references are to the Internal Revenue Code of 1986, as amended (the “Code”). The Code provides for a \$3 tax indexed annually for inflation, effective each January 1, resulting in the current rate of \$3.80.

<sup>5</sup> In the case of an airport qualifying as “rural” because it is not connected by paved roads to another airport, only departures for flight segments of 100 miles or more are considered in calculating whether the airport has fewer than 100,000 commercial passenger departures. The Department of Transportation has published a list of airports that meet the definition of rural airports. See Rev. Proc. 2005-45.

<sup>6</sup> Secs. 4261(c) and 4261(d)(4). The international air facilities tax rate of \$12 is indexed annually for inflation, effective each January 1, resulting in the current rate of \$16.70.

apply only to transportation for which an amount is paid. Thus, free travel, such as that awarded in “frequent flyer” programs and nonrevenue travel by airline industry employees, is not subject to tax. However, amounts paid to air carriers (in cash or in kind) for the right to award free or reduced-fare transportation are treated as amounts paid for taxable air transportation and are subject to the 7.5 percent ad valorem tax (but not the flight segment tax or the use of international air facilities tax). Examples of such payments are purchases of miles by credit card companies and affiliates (including airline affiliates) for use as “rewards” to cardholders.

#### *Disclosure of air passenger transportation taxes on tickets and in advertising*

Transportation providers are subject to special penalties relating to the disclosure of the amount of the passenger taxes on tickets and in advertising. The ticket is required to show the total amount paid for such transportation and the tax. The same requirements apply to advertisements. In addition, if the advertising separately states the amount to be paid for the transportation or the amount of taxes, the total shall be stated at least as prominently as the more prominently stated of the tax or the amount paid for transportation. Failure to satisfy these disclosure requirements is a misdemeanor, upon conviction of which the guilty party is fined not more than \$100 per violation.<sup>7</sup>

#### *Tax on transportation of property (cargo) by air*

Amounts equivalent to the taxes received from the transportation of property by air are transferred to the Airport and Airway Trust Fund. Domestic air cargo transportation is subject to a 6.25 percent ad valorem excise tax on the amount paid for the transportation.<sup>8</sup> The tax applies only to transportation that both begins and ends in the United States. There is no disclosure requirement for the air cargo tax.

#### *Aviation fuel taxes*

The Code imposes excise taxes on gasoline used in commercial aviation (4.3 cents per gallon) and noncommercial aviation (19.3 cents per gallon), and on jet fuel (kerosene) and other aviation fuels used in commercial aviation (4.3 cents per gallon) and non-commercial aviation (21.8 cents per gallon).<sup>9</sup> Amounts equivalent to these taxes are transferred to the Airport and Airway Trust Fund.

#### HOUSE BILL

The provision extends the present-law Airport and Airway Trust Fund excise taxes through September 30, 2014.

*Effective date.*—The provision takes effect on the date of enactment.

#### SENATE AMENDMENT

The provision extends the present-law Airport and Airway Trust Fund excise taxes through September 30, 2013.

*Effective date.*—The provision takes effect on April 1, 2011.

#### CONFERENCE AGREEMENT

The conference agreement extends the present-law Airport and Airway Trust Fund excise taxes through September 30, 2015.

*Effective date.*—The provision takes effect on February 18, 2012.

<sup>7</sup> Sec. 7275.

<sup>8</sup> Sec. 4271.

<sup>9</sup> These fuels are also subject to an additional 0.1 cent per gallon for the Leaking Underground Storage Tank Trust Fund. If there was not a taxable sale of the fuel pursuant to section 4081 of the Code, a backup tax exists under section 4041(c) for such fuel that is subsequently sold or used in aviation.

B. Extension of Airport and Airway Trust Fund Expenditure Authority (sec. 1102 of the House bill, sec. 802 of the Senate amendment, sec. 1102 of the conference agreement, and sec. 9502 of the Code)

#### PRESENT LAW

#### *In general*

The Airport and Airway Trust Fund was created in 1970 to finance a major portion of Federal expenditures on national aviation programs. Operation of the Airport and Airway Trust Fund is governed by the Internal Revenue Code (the “Code”)<sup>10</sup> and authorizing statutes. The Code provisions govern deposit of revenues into the trust fund and approve the use of trust fund money (as provided by appropriation acts) for expenditure purposes in authorizing statutes as in effect on the date of enactment of the latest authorizing Act. The authorizing acts provide specific trust fund expenditure programs and purposes.

Authorized expenditures from the Airport and Airway Trust Fund include the following principal programs:

1. Airport Improvement Program (airport planning, construction, noise compatibility programs, and safety projects);

2. Facilities and Equipment program (costs of acquiring, establishing, and improving the air traffic control facilities);

3. Research, Engineering, and Development program (Federal Aviation Administration (“FAA”) research and development activities);

4. FAA Operations and Maintenance (“O&M”) programs; and

5. Certain other aviation-related programs specified in authorizing acts.

Part of the O&M programs is financed from General Fund monies as well.<sup>11</sup>

#### *Limits on Airport and Airway Trust Fund expenditures*

No expenditures are currently permitted to be made from the Airport and Airway Trust Fund after February 17, 2012. Because the purposes for which Airport and Airway Trust Fund monies are permitted to be expended are fixed as of the date of enactment of the Airport and Airway Extension Act of 2012, the Code must be amended to authorize new Airport and Airway Trust Fund expenditure purposes. In addition, the Code contains a specific enforcement provision to prevent expenditure of Airport and Airway Trust Fund monies for purposes not authorized under section 9502. Should such unapproved expenditures occur, no further aviation excise tax receipts will be transferred to the Airport and Airway Trust Fund. Rather, the aviation taxes would continue to be imposed, but the receipts would be retained in the General Fund.

#### HOUSE BILL

The provision authorizes expenditures from the Airport and Airway Trust Fund through September 30, 2014, and revises the purposes for which money from the Airport and Airway Trust Fund funds are permitted to be expended to include those obligations authorized under the reauthorization legislation of 2011 (i.e., the “FAA Reauthorization

<sup>10</sup> Unless otherwise stated, all section references are to the Internal Revenue Code of 1986, as amended.

<sup>11</sup> According to the Government Accountability Office, for FY 2000 through FY 2010 the contribution of general revenues has increased to cover a larger share of the FAA’s operation expenditures. United States Government Accountability Office, *Airport and Airway Trust Fund: Declining Balance Raises Concerns Over Ability to Meet Future Demands, Statement of Gerald Dillingham, Director Physical Infrastructure Before the Committee on Finance, U.S. Senate* (GAO-11-358T), February 3, 2011, p. 5, Fig. 2. Congressional Budget Office, *Financing Federal Aviation Programs: Statement of Robert A. Sunshine before the House Committee on Ways and Means*, May 7, 2009, p. 3.

and Reform Act of 2011,” which sets forth aviation program expenditure purposes through September 30, 2014).

*Effective date.*—The provision takes effect on date of enactment.

SENATE AMENDMENT

The provision authorizes expenditures from the Airport and Airway Trust Fund through September 30, 2013. The provision also amends the list of authorizing statutes to include the “FAA Air Transportation Modernization and Safety Improvement Act,” which sets forth aviation program expenditure purposes through September 30, 2013.

*Effective date.*—The provision takes effect on April 1, 2011.

CONFERENCE AGREEMENT

The conference agreement authorizes expenditures from the Airport and Airway Trust Fund through September 30, 2015. The provision also amends the list of authorizing statutes to include the “FAA Modernization and Reform Act of 2012,” which sets forth aviation program expenditure purposes through September 30, 2015.

*Effective date.*—The provision takes effect on February 18, 2012.

C. Modification of Excise Tax on Kerosene Used in Aviation (sec. 803 of the Senate amendment)

PRESENT LAW

*In general*

Under section 4081, an excise tax is imposed upon (1) the removal of any taxable fuel from a refinery or terminal,<sup>12</sup> (2) the entry of any taxable fuel into the United States, or (3) the sale of any taxable fuel to any person who is not registered with the Internal Revenue Service (“IRS”) to receive untaxed fuel, unless there was a prior taxable removal or entry.<sup>13</sup> The tax does not apply to any removal or entry of taxable fuel transferred in bulk by pipeline or vessel to a terminal or refinery if the person removing or entering the taxable fuel, the operator of such pipeline or vessel (excluding deep draft vessels), and the operator of such terminal or refinery are registered with the Secretary.<sup>14</sup> If the bulk transfer exception applies, tax is not imposed until the fuel “breaks bulk,” i.e., when it is removed from the terminal, typically by rail car or truck, for delivery to a smaller wholesale facility or retail outlet, or removed directly from the terminal into the fuel tank of an aircraft.<sup>15</sup>

The term “taxable fuel” means gasoline, diesel fuel (including any liquid, other than gasoline, that is suitable for use as a fuel in a diesel-powered highway vehicle or train), and kerosene.<sup>16</sup> The term includes kerosene used in aviation (jet fuel) as well as aviation gasoline.

Section 4041(c) provides a back-up tax for liquids (other than aviation gasoline) that are sold for use as a fuel in aircraft and that

<sup>12</sup> A “terminal” is a taxable fuel storage and distribution facility that is supplied by pipeline or vessel and from which taxable fuel may be removed at a rack. A “rack” is a mechanism capable of delivering taxable fuel into a means of transport other than a pipeline or vessel. A terminal can be located at an airport, or fuel may be delivered to the airport from a terminal located off the airport grounds.

<sup>13</sup> Sec. 4081(a)(1).

<sup>14</sup> Sec. 4081(a)(1)(B).

<sup>15</sup> In general, the party liable for payment of the taxes when the fuel breaks bulk at the terminal is the “position holder,” the person shown on the records of the terminal facility as holding the inventory position in the fuel. However, when fuel is removed directly into the fuel tank of an aircraft for use in commercial aviation, the person who uses the fuel is liable for the tax. The fuel is treated as used when such fuel is removed into the fuel tank. Sec. 4081(a)(4).

<sup>16</sup> Sec. 4083(a).

have not been previously taxed under section 4081.

*Kerosene for use in aviation*

*In general*

Present law generally imposes a total tax of 24.4 cents per gallon on kerosene. However, reduced rates apply for kerosene removed directly from a terminal into the fuel tank of an aircraft.<sup>17</sup> For kerosene removed directly from a terminal into the fuel tank of an aircraft for use in commercial aviation, the tax rate is 4.4 cents per gallon.<sup>18</sup> For kerosene removed directly from a terminal into the fuel tank of an aircraft for use in non-commercial aviation, the tax rate is 21.9 cents per gallon. All of these tax rates include 0.1 cent per gallon for the Leaking Underground Storage Tank Trust Fund. For kerosene removed directly from a terminal into the fuel tank of an aircraft for an exempt use (such as for the exclusive use of a State or local government), generally only the Leaking Underground Storage Tank Trust Fund tax of 0.1 cent per gallon applies.

“Commercial aviation” generally means any use of an aircraft in the business of transporting by air persons or property for compensation or hire.<sup>19</sup> Commercial aviation does not include transportation exempt from the ticket taxes and air cargo taxes by reason of sections 4281 or 4282 or by reason of section 4261(h) or 4261(i). Thus, small aircraft operating on nonestablished lines (sec. 4281), air transportation for affiliated group members (sec. 4282), air transportation for skydiving (sec. 4261(h)), and certain air transportation by seaplane (sec. 4261(i)) are excluded from the definition of commercial aviation, and accordingly are subject to the tax regime applicable to noncommercial aviation.

*Refunds and credits to obtain the appropriate aviation tax rate*

If the kerosene is not removed directly into the fuel tank of an aircraft, the fuel is taxed at 24.4 cents per gallon, the rate applied to diesel fuel and kerosene used in highway vehicles. A claim for credit or payment may be made for the difference between the tax paid and the appropriate aviation rate (21.9 cents per gallon for non-commercial aviation, 4.4 cents per gallon for commercial aviation, and 0.1 cent per gallon for an exempt use).<sup>20</sup>

<sup>17</sup> If certain conditions are met, present law permits the removal of kerosene from a refueler truck, tanker, or tank wagon to be treated as a removal from a terminal for purposes of determining whether kerosene is removed directly into the fuel tank of an aircraft. A refueler truck, tanker, or tank wagon is treated as part of a terminal if: (1) the terminal is located within an airport; (2) any kerosene which is loaded in such truck, tanker, or tank wagon at such terminal is for delivery only into aircraft at the airport in which such terminal is located; and (3) no vehicle licensed for highway use is loaded with kerosene at such terminal, except in exigent circumstances identified by the Secretary in regulations. To qualify for the special rule, a refueler truck, tanker, or tank wagon must: (1) have storage tanks, hose, and coupling equipment designed and used for the purposes of fueling aircraft; (2) not be registered for highway use; and (3) be operated by the terminal operator (who operates the terminal rack from which the fuel is unloaded) or by a person that makes a daily accounting to such terminal operator of each delivery of fuel from such truck, tanker, or tank wagon. Sec. 4081(a)(3).

<sup>18</sup> Tax is imposed at this rate if the commercial aircraft operator is registered with the IRS, and the fuel terminal is located within a secured area of an airport. The IRS has identified airports with secured areas in which a terminal is located. See Notice 2005-4, 2005-1 C.B. 289, at sec. 4(d)(2)(ii) (2005) and Notice 2005-30, 2005-2 C.B. 953, at sec. 3(c)(2) (2005). If the fuel terminal is located at an unsecured airport, the fuel is taxed at 21.9 cents per gallon if the fuel is removed directly from the terminal into the fuel tank of an aircraft.

<sup>19</sup> Sec. 4083(b).

<sup>20</sup> Sec. 6427(l)(4).

For noncommercial aviation, other than for exempt use, only the registered ultimate vendor may make the claim for the 2.5-cent-per-gallon difference between the 24.4 cents per gallon rate and the noncommercial aviation rate of 21.9 cents per gallon.<sup>21</sup> For commercial aviation and exempt use (other than State and local government use), the ultimate purchaser may make a claim for the difference in tax rates, or the ultimate purchaser may waive the right to make the claim for payment to the ultimate vendor.<sup>22</sup> For State and local government use, the registered ultimate vendor is the proper claimant.<sup>23</sup>

Commercial aviation claimants are permitted to credit their fuel tax claims against their other excise tax liabilities, thereby reducing the amount of excise tax to be paid with the excise tax return.

*Transfers between the Highway Trust Fund and the Airport and Airway Trust Fund to account for aviation use*

Kerosene that is not removed directly from the terminal into an airplane (e.g., the jet fuel is transferred from the terminal by highway vehicle to the airport) is taxed at the highway fuel rate of 24.4 cents per gallon. The Highway Trust Fund is credited with 24.3 cents per gallon of the 24.4 cents per gallon imposed. The remaining 0.1 cent is credited to the Leaking Underground Storage Tank Trust Fund. If a claim for payment is later made indicating that the fuel was used in aviation, the Secretary then transfers to the Airport and Airway Trust Fund 4.3 cents per gallon for commercial aviation use and 21.8 cents per gallon for noncommercial aviation use. These transfers initially are based on estimates, and proper adjustments are made in amounts subsequently transferred to the extent prior estimates were in excess of, or less than, the amounts required to be transferred. Thus, to the extent claims for credit or payment are not made for the difference between the highway rate and the aviation rate, the Airport and Airway Trust Fund will not be credited for fuel used in aviation that was taxed at the 24.4 cents per gallon rate.

*Aviation gasoline*

The tax on aviation gasoline is 19.4 cents per gallon (including a 0.1 cent per gallon Leaking Underground Storage Tank Trust Fund component). If aviation gasoline is used in commercial aviation, the ultimate purchaser may obtain a credit or payment in the amount of 15 cents per gallon, such that the tax rate on such gasoline is 4.4 cents per gallon.<sup>24</sup> If aviation gasoline is sold for an exempt use, a credit or refund is allowable for all but the Leaking Underground Storage Tank Trust Fund tax (0.1 cent per gallon).<sup>25</sup>

HOUSE BILL

No provision.

SENATE AMENDMENT

The provision creates a separate category of kerosene for tax purposes: aviation-grade kerosene.<sup>26</sup> Aviation-grade kerosene is taxed at 35.9 cents per gallon plus 0.1 cent per gallon for the Leaking Underground Storage Tank Trust Fund. Under the provision, aviation-grade kerosene used in noncommercial

<sup>21</sup> Sec. 6427(l)(4)(C)(ii).

<sup>22</sup> Sec. 6427(l)(4)(C)(i).

<sup>23</sup> See sec. 6427(l)(5). Special rules apply if the kerosene is purchased with a credit card issued to a State or local government.

<sup>24</sup> Sec. 6421(f)(2).

<sup>25</sup> Sec. 6416(a); sec. 6420 (farming purposes); sec. 6421(c); and sec. 6430.

<sup>26</sup> Aviation-grade kerosene means, as defined by the IRS, kerosene-type jet fuel covered by ASTM specification D1655, or military specification MIL-DTL-5624 (Grade JP-5), or MIL-DTL-8313E (Grade JP-8). See section 4(b) of Notice 2005-4.

aviation will be taxed at the full rate. The rate of tax for aviation-grade kerosene used in commercial aviation and exempt use remains unchanged.<sup>27</sup>

Because the tax on aviation-grade kerosene used in noncommercial aviation is equal to the full rate of tax collected, the provision repeals the ultimate vendor refund provisions for noncommercial aviation. In addition, the provision eliminates the inter-fund transfers from the Highway Trust Fund to the Airport and Airway Trust Fund for kerosene used in aviation. Instead, the taxes imposed on aviation-grade kerosene will be credited to the Airport and Airway Trust Fund only.<sup>28</sup> The provision also provides a refund mechanism for aviation-grade kerosene used for a taxable purpose other than in an aircraft.

In the case of aviation-grade kerosene held on April 1, 2011, by any person, a floor stocks tax is imposed equal to the tax that would have been imposed if the increased rates had been in effect before such date less the tax actually imposed on such fuel. The tax is to be paid at such time and in such manner as the Secretary shall prescribe.

The floor stocks tax does not apply to fuel held exclusively for any use to the extent a refund or credit of tax is allowable under the Code. The floor stocks tax does not apply if the amount of fuel held by a person does not exceed 2,000 gallons.

For purposes of the floor stocks tax, a controlled group is treated as one person. “Controlled group” for these purposes means a parent-subsidiary, brother-sister, or combined corporate group with more than 50-percent ownership with respect to either combined voting power or total value. Under regulations, similar principles may apply to a group of persons under common control where one or more persons are not a corporation.

All provisions of law, including penalties, applicable with respect to the taxes imposed by section 4081 also apply to the floor stocks taxes to the extent not inconsistent with the provisions of the provision. For purposes of determining receipts to the Airport and Airway Trust Fund, the floor stocks tax is treated as if it were a tax listed in section 9502(b)(1) (governing transfers of tax receipts to the Airport and Airway Trust Fund).

**Effective date.**—The provision is generally effective for fuel removed, entered, or sold after March 31, 2011. The floor stocks tax is effective April 1, 2011.

#### CONFERENCE AGREEMENT

The conference agreement does not include the Senate amendment provision.

**D. Air Traffic Control System Modernization Account** (sec. 804 of the Senate amendment)

#### PRESENT LAW

Under present law, there is no special sub-account of the Airport and Airway Trust Fund to which funds are dedicated for air traffic control system modernization.

#### HOUSE BILL

No provision.

#### SENATE AMENDMENT

The provision creates an Air Traffic Control System Modernization Account (“Modernization sub-account”) within the Airport and Airway Trust Fund to ensure sufficient funding is provided for modernization of the air traffic control system. The Modernization sub-account is supported through annual transfers of \$400 million from the Air-

<sup>27</sup>Accordingly, commercial aviation use will continue to be subject to a tax of 4.4 cents per gallon and exempt use will be subject to 0.1 cent per gallon.

<sup>28</sup>The 0.1 cent per gallon will continue to be transferred to the Leaking Underground Storage Tank Trust Fund.

port and Airway Trust Fund that are attributable to the taxes on aviation-grade kerosene. The funds are available, subject to appropriation, for expenditures relating to the modernization of the air traffic control system. Use of the funds also may include facility and equipment account expenditures.

**Effective date.**—The provision is effective on the date of enactment.

#### CONFERENCE AGREEMENT

The conference agreement does not include the Senate amendment provision.

**E. Treatment of Fractional Ownership Aircraft Program Flights** (sec. 805 of the Senate amendment, sec. 1103 of the conference agreement, and new sec. 4043 of the Code)

#### PRESENT LAW

For excise tax purposes, fractional ownership aircraft flights are treated as commercial aviation. As commercial aviation, for 2012, such flights are subject to the ad valorem tax of 7.5 percent of the amount paid for the transportation, a \$3.80 segment tax, and tax of 4.4 cents per gallon on fuel. For international flights, fractional ownership flights pay the \$16.70 international travel facilities tax.

For purposes of the FAA safety regulations, fractional ownership aircraft programs are treated as a special category of general aviation.<sup>29</sup> Under those FAA regulations, a “fractional ownership program” is defined as any system of aircraft ownership and exchange that consists of all of the following elements: (i) the provision for fractional ownership program management services by a single fractional ownership program manager on behalf of the fractional owners; (ii) two or more airworthy aircraft; (iii) one or more fractional owners per program aircraft, with at least one program aircraft having more than one owner; (iv) possession of at least a minimum fractional ownership interest in one or more program aircraft by each fractional owner; (v) a dry-lease aircraft exchange arrangement among all of the fractional owners; and (vi) multi-year program agreements covering the fractional ownership, fractional ownership program management services, and dry-lease aircraft exchange aspects of the program.

#### HOUSE BILL

No provision.

#### SENATE AMENDMENT

Under the provision, transportation as part of a fractional ownership aircraft program is not classified as commercial aviation for Federal excise tax purposes. Instead, such flights would be subject to the increased Airport and Airway Trust Fund fuel tax rate for noncommercial aviation and an additional fuel surtax of 14.1 cents per gallon. For this purpose, a “fractional ownership aircraft program” is defined as a program in which:

- A single fractional ownership program manager provides fractional ownership program management services on behalf of the fractional owners;

- Two or more airworthy aircraft are part of the program;

- There are one or more fractional owners per program aircraft, with at least one program aircraft having more than one owner;

- Each fractional owner possesses at least a minimum fractional ownership interest in one or more program aircraft;<sup>30</sup>

- There exists a dry-lease aircraft exchange arrangement among all of the fractional owners;<sup>31</sup> and

- There are multi-year program agreements covering the fractional ownership, fractional ownership program management services, and dry-lease aircraft exchange aspects of the program.

The fuel taxes are dedicated to the Airport and Airway Trust Fund. Consistent with the general extension of the taxes dedicated to the Airport and Airway Trust Fund, the provision sunsets September 30, 2013.

**Effective date.**—The provision is effective for taxable transportation provided after, and fuel used after, March 31, 2011.

#### CONFERENCE AGREEMENT

The conference agreement provides an exemption, through September 30, 2015, from the commercial aviation taxes (secs. 4261, 4271 and the 4.4 cents-per-gallon tax on fuel) for certain fractional aircraft program flights. In place of the commercial aviation taxes, the conference agreement applies a fuel surtax to certain flights made as part of a fractional ownership program.

Through September 30, 2015, these flights are treated as noncommercial aviation, subject to the fuel surtax and the base fuel tax for fuel used in noncommercial aviation.<sup>32</sup> Specifically, the additional fuel surtax of 14.1 cents per gallon will apply to fuel used in a fractional program aircraft (1) for the transportation of a qualified fractional owner with respect to the fractional aircraft program of which such aircraft is a part, and (2) with respect to the use of such aircraft on the account of such a qualified owner. Such use includes positioning flights (flights in deadhead service).<sup>33</sup> Through September 30, 2015, the commercial aviation taxes do not apply to fractional program aircraft uses subject to the fuel surtax. Under the conference agreement, flight demonstration, maintenance, and crew training flights by a fractional program aircraft are excluded from the fuel surtax and are subject to the noncommercial aviation fuel tax only.<sup>34</sup> The fuel surtax of 14.1 cents per gallon sunsets September 30, 2021.

A “fractional program aircraft” means, with respect to any fractional ownership aircraft program, any aircraft which is listed as a fractional program aircraft in the management specifications issued to the manager of such program by the Federal Aviation Administration under subpart K of part 91 of title 14, Code of Federal Regulations and is registered in the United States.

A “fractional ownership aircraft program” is a program under which:

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program aircraft; (2) the holding of a multi-year leasehold interest in a program aircraft; or (3) the holding or a multi-year leasehold interest that is convertible into an ownership interest in a program aircraft.

<sup>31</sup>A “dry-lease aircraft exchange” means an arrangement, documented by the written program agreements, under which the program aircraft are available, on an as-needed basis without crew, to each fractional owner.

<sup>32</sup>No inference is intended as to the treatment of these flights as noncommercial aviation under present law.

<sup>33</sup>A flight in deadhead service is presumed subject to the fuel surtax unless the costs for such flight are separately billed to a person other than a qualified owner. For example, if the costs associated with a positioning flight of a fractional program aircraft are separately billed to a person chartering the aircraft, that positioning flight is treated as commercial aviation.

<sup>34</sup>It is the understanding of the conferees that a prospective purchaser does not pay any amount for transportation by demonstration flights, and that if an amount were paid for the flight, the flight would be subject to the commercial aviation taxes and not treated as noncommercial aviation.

<sup>29</sup>14 CFR Part 91, subpart k.

<sup>30</sup>A “minimum fractional ownership interest” means: (1) A fractional ownership interest equal to or greater than one-sixteenth (1/16) of at least one subsonic, fixed wing or powered lift program aircraft; or (2) a fractional ownership interest equal to or greater than one-thirty-second (1/32) of at least one rotorcraft program aircraft. A “fractional ownership interest” is (1) the ownership interest in a

- A single fractional ownership program manager provides fractional ownership program management services on behalf of the fractional owners;
- There are one or more fractional owners per program aircraft, with at least one program aircraft having more than one owner;
- With respect to at least two fractional program aircraft, none of the ownership interests in such aircraft can be less than the minimum fractional ownership interest, or held by the program manager;
- There exists a dry-lease aircraft exchange arrangement among all of the fractional owners; and
- There are multi-year program agreements covering the fractional ownership, fractional ownership program management services, and dry-lease aircraft exchange aspects of the program.

The term “qualified fractional owner” means any fractional owner that has a minimum fractional ownership interest in at least one fractional program aircraft. A “minimum fractional ownership interest” means: (1) A fractional ownership interest equal to or greater than one-sixteenth (1/16) of at least one subsonic, fixed wing or powered lift program aircraft; or (2) a fractional ownership interest equal to or greater than one-thirty-second (1/32) of at least one rotorcraft program aircraft. A “fractional ownership interest” is (1) the ownership interest in a program aircraft; (2) the holding of a multi-year leasehold interest in a program aircraft; or (3) the holding or a multi-year leasehold interest that is convertible into an ownership interest in a program aircraft. A “fractional owner” means a person owning any interest (including the entire interest) in a fractional program aircraft.

Amounts equivalent to the revenues from the fuel surtax are dedicated to the Airport and Airway Trust Fund.

**Effective date.**—The provision is effective for taxable transportation provided after uses of aircraft after, and fuel used after, March 31, 2012.

**Termination of Exemption For Small Jet Aircraft on Nonestablished Lines (sec. 806 of the Senate amendment, sec. 1107 of the conference agreement and sec. 4281 of the Code)**

#### PRESENT LAW

Under present law, transportation by aircraft with a certificated maximum takeoff weight of 6,000 pounds or less is exempt from the excise taxes imposed on the transportation of persons by air and the transportation of cargo by air when operating on a nonestablished line. Similarly, when such aircraft are operating on a flight for the sole purpose of sightseeing, the taxes imposed on the transportation or persons or cargo by air do not apply.

#### HOUSE BILL

No provision.

#### SENATE AMENDMENT

The provision repeals the exemption as it applies to turbine engine powered aircraft (jet aircraft).

**Effective date.**—The provision is effective for transportation provided after March 31, 2011.

#### CONFERENCE AGREEMENT

The conference agreement follows the Senate amendment provision, repealing the exemption as it applies to jet aircraft, effective for transportation provided after March 31, 2012.

**F. Transparency in Passenger Tax Disclosures (sec. 807 of the Senate amendment, sec. 1104 of the conference agreement, and sec. 7275 of the Code)**

#### PRESENT LAW

Transportation providers are subject to special penalties relating to the disclosure of

the amount of the passenger taxes on tickets and in advertising. The ticket is required to show the total amount paid for such transportation and the tax. The same requirements apply to advertisements. In addition, if the advertising separately states the amount to be paid for the transportation or the amount of taxes, the total shall be stated at least as prominently as the more prominently stated of the tax or the amount paid for transportation. Failure to satisfy these disclosure requirements is a misdemeanor, upon conviction of which the guilty party is fined not more than \$100 per violation.<sup>35</sup>

There is no prohibition against airlines including other charges in the required passenger taxes disclosure (e.g., fuel surcharges retained by the commercial airline). In practice, some but not all airlines include such other charges in the required passenger taxes disclosure.

#### HOUSE BILL

No provision.

#### SENATE AMENDMENT

The provision prohibits all transportation providers from including amounts other than the passenger taxes imposed by section 4261 in the required disclosure of passenger taxes on tickets and in advertising when the amount of such tax is separately stated. Disclosure elsewhere on tickets and in advertising (e.g., as an amount paid for transportation) of non-tax charges is allowed.

**Effective date.**—The provision is effective for transportation provided after March 31, 2011.

#### CONFERENCE AGREEMENT

The conference agreement follows the Senate amendment, except the Effective date is for transportation provided after March 31, 2012.

**G. Tax-Exempt Private Activity Bond Financing for Fixed-Wing Emergency Medical Aircraft (sec. 808 of the Senate amendment, sec. 1105 of the conference agreement, and sec. 147(e) of the Code)**

#### PRESENT LAW

Interest on bonds issued by State and local governments generally is excluded from gross income for Federal income tax purposes.<sup>36</sup> Bonds issued by State and local governments may be classified as either governmental bonds or private activity bonds. Governmental bonds are bonds the proceeds of which are primarily used to finance governmental functions or which are repaid with governmental funds. In general, private activity bonds are bonds in which the State or local government serves as a conduit providing financing to nongovernmental persons (e.g., private businesses or individuals).<sup>37</sup> The exclusion from income for State and local bonds does not apply to private activity bonds, unless the bonds are issued for certain permitted purposes (“qualified bonds”) and other Code requirements are met.<sup>38</sup>

Section 147(e) of the Code provides, in part, that a private activity bond is not a qualified bond if issued as part of an issue and any portion of the proceeds of such issue is used for airplanes.<sup>39</sup> The IRS has ruled that a helicopter is not an “airplane” for purposes of section 147(e).<sup>40</sup>

A fixed-wing aircraft providing air transportation for emergency medical services

<sup>35</sup> Sec. 7275.

<sup>36</sup> Sec. 103(a).

<sup>37</sup> See sec. 141 defining “private activity bond.”

<sup>38</sup> See sec. 103(b) and sec. 141(e).

<sup>39</sup> Other prohibited facilities include any skybox, or other private luxury box, health club facility, facility primarily used for gambling, or store the principal business of which is the sale of alcoholic beverages for consumption off premises. Sec. 147(e).

<sup>40</sup> Rev. Rul. 2003-116, 2003-46 I.R.B. 1083, 2003-2 C.B. 1083, November 17, 2003, (released: October 29, 2003).

and that is equipped for, and exclusively dedicated on that flight to, acute care emergency medical services is exempt from the air transportation excise taxes imposed by sections 4261 and 4271.<sup>41</sup>

#### HOUSE BILL

No provision.

#### SENATE AMENDMENT

The provision amends section 147(e) so that the prohibition on the use of proceeds for airplanes does not apply to any fixed-wing aircraft equipped for, and exclusively dedicated to, providing acute care emergency medical services (within the meaning of section 4261(g)(2)).

**Effective date.**—The provision is effective for obligations issued after the date of enactment.

#### CONFERENCE AGREEMENT

The conference agreement follows the Senate amendment.

**H. Protection of Airport and Airway Trust Fund Solvency (sec. 809 of the Senate amendment)**

#### PRESENT LAW

The uncommitted cash balance in the Airport and Airway Trust Fund has declined significantly in recent years. At the end of Fiscal Year 2001, the uncommitted cash balance was \$7.3 billion. At the end of Fiscal Year 2010, the balance was approximately \$770 million.<sup>42</sup>

The current statutory formula requires that estimated Airport and Airway Trust Fund receipts each year must equal trust fund expenditures. However, amounts appropriated from the Airport and Airway Trust Fund are based on revenue receipt projections and have exceeded the amounts actually deposited into the Airport and Airway Trust Fund, resulting in declines in the uncommitted cash balance.

#### HOUSE BILL

No provision.

#### SENATE AMENDMENT

The provision amends section 9502 to limit the budgetary resources initially made available each fiscal year from the Airport and Airway Trust Fund to 90 percent, rather than 100 percent, of forecasted revenues for that year.

**Effective date.**—The provision is effective for fiscal years 2012 and 2013.

#### CONFERENCE AGREEMENT

The conference agreement does not include the Senate amendment provision, but this matter is addressed by section 104 of Title I of the conference agreement.

**J. Rollover of Amounts Received in Airline Carrier Bankruptcy (sec. 810 of the Senate amendment and sec. 1106 of the conference agreement)**

#### PRESENT LAW

The Code provides for two types of individual retirement arrangements (“IRAs”): traditional IRAs and Roth IRAs.<sup>43</sup> In general, contributions (other than a rollover contribution) to a traditional IRA may be deductible from gross income, and distributions from a traditional IRA are includable in gross income to the extent not attributable to a return of nondeductible contributions. In contrast, contributions to a Roth IRA are not deductible, and qualified distributions from a Roth IRA are excludable from gross income. Distributions from a

<sup>41</sup> Sec. 4261(g)(2).

<sup>42</sup> Government Accountability Office, *Airport and Airway Trust Fund: Declining Balance Raises Concerns Over Ability to Meet Future Demands*, February 3, 2011, p. 5.

<sup>43</sup> Traditional IRAs are described in section 408, and Roth IRAs are described in section 408A.

Roth IRA that are not qualified distributions are includible in gross income to the extent attributable to earnings. In general, a qualified distribution is a distribution that (1) is made after the five taxable year period beginning with the first taxable year for which the individual first made a contribution to a Roth IRA, and (2) is made on or after the individual attains age 59½, death, or disability or which is a qualified special purpose distribution.

The total amount that an individual may contribute to one or more IRAs for a year is generally limited to the lesser of: (1) a dollar amount (\$5,000 for 2012); or (2) the amount of the individual's compensation that is includible in gross income for the year.<sup>44</sup> As under the rules relating to traditional IRAs, a contribution of up to the dollar limit for each spouse may be made to a Roth IRA provided the combined compensation of the spouses is at least equal to the contributed amount.

If an individual makes a contribution to an IRA (traditional or Roth) for a taxable year, the individual is permitted to recharacterize (in a trustee-to-trustee transfer) the amount of that contribution as a contribution to the other type of IRA (traditional or Roth) before the due date for the individual's income tax return for that year.<sup>45</sup> In the case of a recharacterization, the contribution will be treated as having been made to the transferee plan. The amount transferred must be accompanied by any net income allocable to the contribution and no deduction is allowed with respect to the contribution to the transferor plan. Both regular contributions and conversion contributions to a Roth IRA can be recharacterized as having been made to a traditional IRA. However, Treasury regulations limit the number of times a contribution for a taxable year may be recharacterized.<sup>46</sup>

Taxpayers generally may convert a traditional IRA into a Roth IRA.<sup>47</sup> The amount converted is includible in income as if a withdrawal had been made, except that the early distribution tax (discussed below) does not apply. However, the early distribution tax is applied if the taxpayer withdraws the amount within five years of the conversion.

If certain requirements are satisfied, a participant in an employer-sponsored qualified plan (which includes a tax-qualified retirement plan described in section 401(a), an employee retirement annuity described in section 403(a), a tax-sheltered annuity described in section 403(b), and a governmental section 457(b) plan) or a traditional IRA may roll over distributions from the plan, annuity or IRA into another plan, annuity or IRA. For distributions after December 31, 2007, certain taxpayers also are permitted to make roll-over contributions into a Roth IRA (subject to inclusion in gross income of any amount that would be includible were it not part of the rollover contribution).

Under section 125 of the Worker, Retiree, and Employer Recovery Act of 2008 ("WRERA"),<sup>48</sup> a "qualified airline employee" may contribute any portion of an "airline payment amount" to a Roth IRA within 180 days of receipt of such amount (or, if later, within 180 days of enactment of the provi-

sion). Such a contribution is treated as a qualified rollover contribution to the Roth IRA. Thus, the portion of the airline payment amount contributed to the Roth IRA is includible in gross income to the extent that such payment would be includible were it not part of the rollover contribution.

A qualified airline employee is an employee or former employee of a commercial passenger airline carrier who was a participant in a defined benefit plan maintained by the carrier which: (1) is qualified under section 401(a); and (2) was terminated or became subject to the benefit accrual and other restrictions applicable to plans maintained by commercial passenger airlines pursuant to section 402(b) of the Pension Protection Act of 2006 ("PPA").

An airline payment amount is any payment of any money or other property payable by a commercial passenger airline to a qualified airline employee: (1) under the approval of an order of a Federal bankruptcy court in a case filed after September 11, 2001, and before January 1, 2007; and (2) in respect of the qualified airline employee's interest in a bankruptcy claim against the airline carrier, any note of the carrier (or amount paid in lieu of a note being issued), or any other fixed obligation of the carrier to pay a lump sum amount. An airline payment amount does not include any amount payable on the basis of the carrier's future earnings or profits. The amount that may be contributed to a Roth IRA is the gross amount of the payment; any reduction in the airline payment amount on account of employment tax withholding is disregarded.

#### HOUSE BILL

No provision.

#### SENATE AMENDMENT

The amendment expands the choices for recipients of airline payment amounts by allowing qualified airline employees to contribute airline payment amounts to a traditional IRA as a rollover contribution. An individual making such a rollover contribution may exclude the contributed airline payment amount from gross income in the taxable year in which the airline payment amount was paid.

Qualified airline employees who made a qualified rollover contribution of an airline payment amount to a Roth IRA pursuant to WRERA are permitted to recharacterize all or a portion of the qualified rollover contribution as a rollover contribution to a traditional IRA by transferring, in a trustee-to-trustee transfer, the contribution (or a portion thereof) plus attributable earnings (or losses) from the Roth IRA. As in the case of a recharacterization under present law, the airline payment amount so transferred (with attributable earnings) is deemed to have been contributed to the traditional IRA at the time of the initial rollover contribution into the Roth IRA. The trustee-to-trustee transfer to a traditional IRA must be made within 180 days of the amendment's enactment.

If an amount contributed to a Roth IRA as a rollover contribution is recharacterized as a rollover contribution to a traditional IRA, the amount so recharacterized may not be contributed to a Roth IRA as a qualified rollover contribution (i.e., reconverted to a Roth IRA) during the five taxable years immediately following the taxable year in which the transfer to the traditional IRA was made.

Qualified airline employees who were eligible to make a qualified rollover to a Roth IRA under WRERA, but declined to do so, are now permitted to roll over the airline payment amount to a traditional IRA within 180 days of the receipt of the amount (or, if later, within 180 days of enactment of the

amendment). As mentioned above, any portion of an airline payment amount recharacterized as a rollover contribution to a traditional IRA pursuant to the amendment is excluded from gross income in the taxable year in which the airline payment amount was paid to the qualified airline employee by the commercial passenger airline carrier. Individuals recharacterizing such contributions may file a claim for a refund until the later of: (1) the period of limitations under section 6511(a) (generally, three years from the time the return was filed or two years from the time the tax was paid, whichever period expires later); or (2) April 15, 2012.

An airline payment amount does not fail to be treated as wages for purposes of Social Security and Medicare taxes under the Federal Insurance Contributions Act<sup>49</sup> and section 209 of the Social Security Act, merely because the amount is excluded from gross income because it is rolled over into a traditional IRA pursuant to the amendment.

Surviving spouses of qualified airline employees are granted the same rights as qualified airline employees under section 125 of WRERA and under the amendment.

*Effective date.*—Effective for all transfers (made after date of enactment) of qualified airline payment amounts received before, on, or after date of enactment.

#### CONFERENCE AGREEMENT

The conference agreement follows the Senate amendment with three modifications. First, a qualified airline employee is not permitted to contribute (using either a rollover or recharacterization) an airline payment amount to a traditional IRA for a taxable year if, before the end of the taxable year, the employee was at any time a covered employee, as defined in section 162(m)(3),<sup>50</sup> of the commercial passenger airline carrier making the qualified airline payment. Second, a qualified airline employee who was not at any time a covered employee may only roll over, or recharacterize, into a traditional IRA 90 percent of the aggregate amount of airline payment amounts received before the end of the taxable year. Third, individuals recharacterizing their contributions may file a claim for a refund until the later of: (1) the period of limitations under section 6511(a) (generally, three years from the time the return was filed or two years from the time the tax was paid, whichever period expires later); or (2) April 15, 2013.

**K. Application of Levy to Payments to Federal Vendors Relating to Property (sec. 811 of the Senate amendment)**

#### PRESENT LAW

##### *In general*

Levy is the IRS's administrative authority to seize a taxpayer's property, or rights to property, to pay the taxpayer's tax liability.<sup>51</sup> Generally, the IRS is entitled to seize

<sup>44</sup> Chapter 21 of the Code.

<sup>45</sup> Section 162(m) defines a covered employee as (1) the chief executive officer of the corporation (or an individual acting in such capacity) as of the close of the taxable year and (2) the four most highly compensated officers for the taxable year (other than the chief executive officer). Treas. Reg. sec. 1.162-27(c)(2) provides that whether an employee is the chief executive officer or among the four most highly compensated officers should be determined pursuant to the executive compensation disclosure rules promulgated under the Securities Exchange Act of 1934. Notice 2007-49, 2007-25 I.R.B. 1429 provides that "covered employee" means any employee who is (1) the principal executive officer (or an individual acting in such capacity) defined in reference to the Exchange Act, or (2) among the three most highly compensated officers for the taxable year (other than the principal executive officer) to reflect the 2006 change by the Securities and Exchange Commission to its rules.

<sup>46</sup> Sec. 408A(d)(6).

<sup>47</sup> Treas. Reg. sec. 1.408A-5.

<sup>48</sup> For taxable years beginning prior to January 1, 2010, taxpayers with modified AGI in excess of \$100,000, and married taxpayers filing separate returns, were generally not permitted to convert a traditional IRA into a Roth IRA. Under the Tax Increase Prevention and Reconciliation Act of 2005, Pub. L. No. 109-222, these limits on conversion are repealed for taxable years beginning after December 31, 2009.

<sup>49</sup> Pub. L. No. 110-455.

<sup>50</sup> Sec. 6331(a). Levy specifically refers to the legal process by which the IRS orders a third party to

Continued

a taxpayer's property by levy if a Federal tax lien has attached to such property,<sup>52</sup> and the IRS has provided both notice of intention to levy<sup>53</sup> and notice of the right to an administrative hearing (the notice is referred to as a "collections due process notice" or "CDP notice" and the hearing is referred to as the "CDP hearing")<sup>54</sup> at least 30 days before the levy is made. A Federal tax lien arises automatically when: (1) a tax assessment has been made; (2) the taxpayer has been given notice of the assessment stating the amount and demanding payment; and (3) the taxpayer has failed to pay the amount assessed within 10 days after the notice and demand.<sup>55</sup>

The notice of intent to levy is not required if the Secretary finds that collection would be jeopardized by delay. The standard for determining whether jeopardy exists is similar to the standard applicable when determining whether assessment of tax without following the normal deficiency procedures is permitted.<sup>56</sup>

The CDP notice (and pre-levy CDP hearing) is not required if the Secretary finds that collection would be jeopardized by delay or the Secretary has served a levy on a State to collect a Federal tax liability from a State tax refund. In addition, a levy issued to collect Federal employment taxes is excepted from the CDP notice and the pre-levy CDP hearing requirement if the taxpayer subject to the levy requested a CDP hearing with respect to unpaid employment taxes arising in the two-year period before the beginning of the taxable period with respect to which the employment tax levy is served. In each of these three cases, however, the taxpayer is provided an opportunity for a hearing within a reasonable period of time after the levy.<sup>57</sup>

#### Federal payment levy program

To help the IRS collect taxes more effectively, the Taxpayer Relief Act of 1997<sup>58</sup> authorized the establishment of the Federal Payment Levy Program ("FPLP"), which allows the IRS to continuously levy up to 15 percent of certain "specified payments," such as government payments to Federal contractors (including vendors) that are delinquent on their tax obligations. With respect to Federal payments to vendors of goods, services, or property, the continuous levy may be up to 100 percent of each payment.<sup>59</sup> The levy (either up to 15 percent or up to 100 percent) generally continues in effect until the liability is paid or the IRS releases the levy.

Under FPLP, the IRS matches its accounts receivable records with Federal payment records maintained by the Department of the Treasury's Financial Management Service ("FMS"), such as certain Social Security benefit and Federal wage records. When these records match, the delinquent taxpayer is provided both the notice of intention to levy and the CDP notice. If the taxpayer does not respond after 30 days, the IRS can instruct FMS to levy the taxpayer's Federal payments. Subsequent payments are continuously levied until such time that the tax debt is paid or IRS releases the levy.

#### HOUSE BILL

No provision.

turn over property in its possession that belongs to the delinquent taxpayer named in a notice of levy.

<sup>52</sup> *Ibid.*

<sup>53</sup> Sec. 6331(d).

<sup>54</sup> Sec. 6330. The notice and the hearing are referred to collectively as the CDP requirements.

<sup>55</sup> Sec. 6321.

<sup>56</sup> Secs. 6331(d)(3), 6861.

<sup>57</sup> Sec. 6330(f).

<sup>58</sup> Pub. L. No. 105-34.

<sup>59</sup> Sec. 6331(h)(3). The word "property" was added to "goods or services" in section 301 of the "3% Withholding Repeal and Job Creation Act," Pub. L. No. 112-56.

#### SENATE AMENDMENT

The provision amends section 6331(h)(3) to add "property" to "goods or services" to allow the IRS to levy 100 percent of any payment due to a Federal vendor with unpaid Federal tax liabilities, including payments made for the sale or lease of real estate and other types of property not considered "goods or services."

*Effective date.*—The provision is effective for levies issued after the date of enactment.

#### CONFERENCE AGREEMENT

The conference agreement does not include the Senate amendment provision. Section 6331(h)(3) was amended to add "property" to "goods or services" to allow the IRS to levy 100 percent of any payment due to a Federal vendor with unpaid Federal tax liabilities in section 301 of the "3% Withholding Repeal and Job Creation Act," Pub. L. No. 112-56.

L. Modification of Control Definition for Purposes of Section 249 (sec. 812 of the Senate amendment, sec. 1108 of the conference agreement, and sec. 249 of the Code)

#### PRESENT LAW

In general, where a corporation repurchases its indebtedness for a price in excess of the adjusted issue price, the excess of the repurchase price over the adjusted issue price (the "repurchase premium") is deductible as interest.<sup>60</sup> However, in the case of indebtedness that is convertible into the stock of (1) the issuing corporation, (2) a corporation in control of the issuing corporation, or (3) a corporation controlled by the issuing corporation, section 249 provides that any repurchase premium is not deductible to the extent it exceeds "a normal call premium on bonds or other evidences of indebtedness which are not convertible."<sup>61</sup>

For purposes of section 249, the term "control" has the meaning assigned to such term by section 368(c). Section 368(c) defines "control" as "ownership of stock possessing at least 80 percent of the total combined voting power of all classes of stock entitled to vote and at least 80 percent of the total number of shares of all other classes of stock of the corporation." Thus, section 249 can apply to debt convertible into the stock of the issuer, the parent of the issuer, or a first-tier subsidiary of the issuer.

#### HOUSE BILL

No provision.

#### SENATE AMENDMENT

The provision modifies the definition of "control" in section 249(b)(2) to incorporate indirect control relationships of the nature described in section 1563(a)(1). Section 1563(a)(1) defines a parent-subsidiary controlled group as one or more chains of corporations connected through stock ownership with a common parent corporation if (1) stock possessing at least 80 percent of the total combined voting power of all classes of stock entitled to vote or at least 80 percent of the total value of shares of all classes of

<sup>60</sup> See Treas. Reg. sec. 1.163-7(c).

<sup>61</sup> Regulations under section 249 provide that "[f]or a convertible obligation repurchased on or after March 2, 1998, a call premium specified in dollars under the terms of the obligation is considered to be a normal call premium or a nonconvertible obligation if the call premium applicable when the obligation is repurchased does not exceed an amount equal to the interest (including original issue discount) that otherwise would be deductible for the taxable year of repurchase (determined as if the obligation were not repurchased)." Treas. Reg. sec. 1.249-1(d)(2). Where a repurchase premium exceeds a normal call premium, the repurchase premium is still deductible to the extent that it is attributable to the cost of borrowing (e.g., a change in prevailing yields or the issuer's creditworthiness) and not attributable to the conversion feature. See Treas. Reg. sec. 1.249-1(e).

stock of each of the corporations, except the common parent corporation, is owned (within the meaning of subsection (d)(1)) by one or more of the other corporations; and (2) the common parent corporation owns (within the meaning of subsection (d)(1)) stock possessing at least 80 percent of the total combined voting power of all classes of stock entitled to vote or at least 80 percent of the total value of shares of all classes of stock of at least one of the other corporations, excluding, in computing such voting power or value, stock owned directly by such other corporations.

*Effective date.*—The provision is effective for repurchases after the date of enactment.

#### CONFERENCE AGREEMENT

The conference agreement follows the Senate amendment provision.

M. Repeal of Expansion of Information Reporting Requirements (sec. 1101 of the Senate amendment)

#### PRESENT LAW

A variety of information reporting requirements apply under present law.<sup>62</sup> These requirements are intended to assist taxpayers in preparing their income tax returns and to help the IRS determine whether such returns are correct and complete. The primary provision governing information reporting by payors requires an information return by every person engaged in a trade or business who makes payments for services or determinable gains to any one payee aggregating \$600 or more in any taxable year in the course of that payor's trade or business.<sup>63</sup> Payments subject to reporting include fixed or determinable income or compensation, but do not include payments for goods or certain enumerated types of payments that are subject to other specific reporting requirements.<sup>64</sup> The payor is required to provide the recipient of the payment with an annual statement showing the aggregate payments made and contact information for the payor.<sup>65</sup> The regulations generally provide exceptions from reporting of payments

<sup>62</sup> Secs. 6031 through 6060.

<sup>63</sup> Sec. 6041(a). Information returns are generally submitted electronically on Forms 1096 and Forms 1099, although certain payments to beneficiaries or employees may require use of Forms W093 and W092, respectively. Treas. Reg. sec. 1.6041091(a)(2). The requirement that businesses report certain payments is generally not applicable to payments by persons engaged in a passive investment activity. However, for a brief period starting in 2011, the recipients of rental income from real estate were generally subject to the same information reporting requirements as taxpayers engaged in a trade or business such that recipients of rental income making payments of \$600 or more to a service provider (such as a plumber, painter, or accountant) in the course of earning rental income were required to provide an information return to the IRS and to the service provider. Small Business Jobs Act of 2010, Pub. L. No. 111-09240, sec. 2101, September 27, 2010. This rule was repealed in the Comprehensive 1099 Taxpayer Protection and Repayment of Exchange Subsidy Overpayments Act of 2011, Pub. L. No. 112099, sec. 3, April 14, 2011.

<sup>64</sup> Sec. 6041(a) requires reporting as to "other fixed or determinable gains, profits, and income (other than payments to which section 6042(a)(1), 6044(a)(1), 6047(c), 6049(a) or 6050N(a) applies and other than payments with respect to which a statement is required under authority of section 6042(a), 6044(a)(2) or 6045(l).)" The payments thus excepted include most interest, royalties, and dividends.

<sup>65</sup> Sec. 6041(d).

to corporations;<sup>66</sup> exempt organizations, governmental entities, international organizations, or retirement plans.<sup>67</sup> However, the following types of payments to corporations must be reported: Medical and health care payments;<sup>68</sup> fish purchases for cash;<sup>69</sup> attorney's fees;<sup>70</sup> gross proceeds paid to an attorney;<sup>71</sup> substitute payments in lieu of dividends or tax-exempt interest;<sup>72</sup> and payments by a Federal executive agency for services.<sup>73</sup>

Detailed rules are provided for the reporting of various types of investment income, including interest, dividends, and gross proceeds from brokered transactions (such as a sale of stock).<sup>74</sup> In general, the requirement to file Form 1099 applies with respect to amounts paid to U.S. persons and is linked to the backup withholding rules of section 3406. Thus, a payor of interest, dividends or gross proceeds generally must request that a U.S. payee (other than certain exempt recipients) furnish a Form W-9 providing that person's name and taxpayer identification number.<sup>75</sup> That information is then used to complete the Form 1099.

Failure to comply with the information reporting requirements results in penalties, which may include a penalty for failure to file the information return,<sup>76</sup> and a penalty for failure to furnish payee statements,<sup>77</sup> or failure to comply with other various reporting requirements.<sup>78</sup>

#### HOUSE BILL

No provision.

<sup>66</sup>The regulatory carveout for payments to corporations was expressly overridden for payments made after December 31, 2011 in the Patient Protection and Affordable Care Act ("PPACA"), Pub. L. No. 111-148, sec. 9006 March 23, 2010, which expanded the class of payments subject to reporting to include payments to corporations and payments of gross proceeds paid in consideration for any type of property. However, these rules were repealed in the Comprehensive 1099 Taxpayer Protection and Repayment of Exchange Subsidy Overpayments Act of 2011, Pub. L. No. 112-9, sec. 2, April 14, 2011.

<sup>67</sup>Treas. Reg. sec. 1.6041093(p). Certain for-profit health provider corporations are not covered by this general exception, including those organizations providing billing services for such companies.

<sup>68</sup>Sec. 6050T.

<sup>69</sup>Sec. 6050R.

<sup>70</sup>Sec. 6045(f)(1) and (2); Treas. Reg. secs. 1.6041091(d)(2) and 1.6045095(d)(5).

<sup>71</sup>Ibid.

<sup>72</sup>Sec. 6045(d).

<sup>73</sup>Sec. 6041A(d)(3). In addition, section 6050M provides that the head of every Federal executive agency that enters into certain contracts must file an information return reporting the contractor's name, address, TIN, date of contract action, amount to be paid to the contractor, and any other information required by Forms 8596 (Information Return for Federal Contracts) and 8596A (Quarterly Transmittal of Information Returns for Federal Contracts).

<sup>74</sup>Secs. 6042 (dividends), 6045 (broker reporting) and 6049 (interest), as well as the Treasury regulations thereunder.

<sup>75</sup>See Treas. Reg. sec. 31.3406(h)-3.

<sup>76</sup>Sec. 6721. The penalty for failure to file an information return generally is \$100 for each return for which such failure occurs. The total penalty imposed on a person for all failures during a calendar year cannot exceed \$1,500,000. Additionally, special rules apply to reduce the per-failure and maximum penalties where the failure is corrected within a specified period. Small Business Jobs Act of 2010, Pub. L. No. 111-09240, sec. 2102, September 27, 2010.

<sup>77</sup>Sec. 6722. The penalty for failure to provide a correct payee statement is \$100 for each statement with respect to which such failure occurs, with the total penalty for a calendar year not to exceed \$1,500,000. Special rules apply that increase the per-statement and total penalties where there is intentional disregard of the requirement to furnish a payee statement. Small Business Jobs Act of 2010, Pub. L. No. 111-09240, sec. 2102, September 27, 2010.

<sup>78</sup>Sec. 6723. The penalty for failure to timely comply with a specified information reporting requirement is \$50 per failure, not to exceed \$100,000 for a calendar year.

#### SENATE AMENDMENT

The provisions repeals section 9006 of the Patient Protection and Affordable Care Act, Pub. L. No. 111-148, which expanded the class of payments subject to reporting to include payments made to corporations and payments of gross proceeds paid in consideration for any type of property.

*Effective date.*—The provision is effective on the date of enactment.

#### CONFERENCE AGREEMENT

The conference agreement does not include the Senate amendment provision. The expanded information reporting requirements for payments made to corporations and for payments of gross proceeds paid in consideration for any type of property were repealed in section 2 of the "Comprehensive 1099 Taxpayer Protection and Repayment of Exchange Subsidy Overpayments Act of 2011," Pub. L. No. 112-9.

#### N. TAX COMPLEXITY ANALYSIS

Section 4022(b) of the Internal Revenue Service Restructuring and Reform Act of 1998 (the "IRS Reform Act") requires the Joint Committee on Taxation (in consultation with the Internal Revenue Service and the Department of the Treasury) to provide a tax complexity analysis. The complexity analysis is required for all legislation reported by the Senate Committee on Finance, the House Committee on Ways and Means, or any committee of conference if the legislation includes a provision that directly or indirectly amends the Internal Revenue Code (the "Code") and has widespread applicability to individuals or small businesses.

The staff of the Joint Committee on Taxation has determined that a complexity analysis is not required under section 4022(b) of the IRS Reform Act because the bill contains no provisions that have "widespread applicability" to individuals or small businesses.

#### TITLE XII—COMPLIANCE WITH STATUTORY PAY-AS-YOU-GO ACT OF 2010

##### COMPLIANCE PROVISION

###### H1201/S/901

*House bill*

Section 1201 specifies that the budgetary effects of this Act, in complying with the Statutory Pay-As-You-Go act of 2010, shall be determined by reference to the latest statement titled "Budgetary Effects of PAYGO Legislation" for this Act.

*Senate bill*

Section 901 provides that the budgetary effects of the amendment, for purposes of complying with the Statutory Pay-As-You-Go Act of 2010, shall be determined by reference to the "Budgetary Effects" statement of the House and Senate Budget Committee Chairmen provided that such statement has been submitted prior to the vote on passage in the House acting first on this conference report or amendments between the Houses.

*Conference Substitute*

Senate bill.

#### TITLE XIII—COMMERCIAL SPACE COMMERCIAL SPACE LAUNCH LICENSE REQUIREMENTS

###### H1301/S—

*House bill*

Section 1301 would extend the original eight year learning period passed in the Commercial Space Launch Amendments Act of 2004, which expires in 2012.

Current law includes an eight-year regulatory "waiting period," starting with the first FAA-licensed launch of a "spaceflight participant" (a person who pays to experience spaceflight), during which commercial spaceflight providers would not be subject to

any FAA regulation, barring any perceived or realized endangerment of public safety.

*Senate bill*

No similar provision.

*Conference Substitute*

House bill modified to prohibit proposing regulations until October 1, 2015. Nothing in this provision is intended to prohibit the FAA and industry stakeholders from entering into discussions intended to prepare the FAA for its role in appropriately regulating the commercial space flight industry when this provision expires.

#### SENATE TITLE X—RESCISSON OF UNUSED TRANSPORTATION EARMARKS AND GENERAL REPORTING REQUIREMENTS

##### DEFINITIONS

###### H—/S1001

*House bill*

No similar provision.

*Senate bill*

Section 1001 defines the term "earmark" as a congressionally directed spending item as defined by Senate rules or a congressional earmark as defined by the rules of the House.

*Conference Substitute*

House bill.

##### RESCISSON

###### H—/S1002

*House bill*

No similar provision.

*Senate bill*

Section 1002 rescinds DOT earmark funds with more than 90 percent of the amount remaining available for obligation at the end of the 9th fiscal year following the fiscal year in which the earmark was made available for obligation. Also, it provides an exception if the Secretary of Transportation determines that additional obligation of the earmark is likely to occur during the following 12 month period.

*Conference Substitute*

House bill.

##### AGENCY WIDE IDENTIFICATION AND REPORTS

###### H—/S1003

*House bill*

No similar provision.

*Senate bill*

Section 1003 requires each federal agency to identify and report every project that is an earmark with an unobligated balance at the end of each fiscal year to the Director of the Office of Management and Budget (OMB). Also, it requires the Director of OMB to submit an annual report on these earmarks to Congress and publicly post the report on the OMB website.

*Conference Substitute*

House bill.

#### SENATE TITLE XI—REPEAL OF EXPANSION OF INFORMATION REPORTING REQUIREMENTS

##### REPEAL OF EXPANSION OF INFORMATION REPORTING REQUIREMENTS

###### H—/S1101

*House bill*

No similar provision.

*Senate bill*

Section 1101 repeals a section of the Patient Protection and Affordable Care Act which required businesses to report purchases of \$600 or more to the Internal Revenue Service (IRS).

*Conference Substitute*

Senate bill dropped because the language was used to create P.L. 112-9, The Comprehensive 1099 Taxpayer Protection and Repayment of Exchange Subsidy Overpayments Act of 2011.

## TITLE XII—EMERGENCY MEDICAL SERVICE PROVIDERS PROTECTION ACT

DALE LONG EMERGENCY MEDICAL SERVICES PROVIDERS PROTECTION ACT

H—/S1201,1211,1212,1213

*House bill*

No similar provision.

*Senate bill*

Section 1201 provides liability protection for volunteer pilots that fly for public benefit, including transportation at no cost to financially needy medical patients for medical treatment, evaluation and diagnosis; flights for humanitarian and charitable purposes; and other flights of compassion.

Section 1211 provides a title for the subtitle, the “Volunteer Pilot Protection Act of 2011.”

Section 1212 states findings of Congress on the necessity of protections for pilots who volunteer their services.

Section 1213 allows pilots who operate volunteer flights for most charitable institutions to receive reimbursement from those institutions for some operations costs including fuel.

*Conference Substitute*

No provision.

Pursuant to clause 9 of rule XXI of the Rules of the House of Representatives, no provision in this conference report or joint explanatory statement includes a congressional earmark, limited tax benefit, or limited tariff benefit.

From the Committee on Transportation and Infrastructure, for consideration of the House bill and the Senate amendment, and modifications committed to conference:

JOHN L. MICA,  
THOMAS E. PETRI,  
JOHN J. DUNCAN, Jr.,  
SAM GRAVES,  
BILL SHUSTER,  
JEAN SCHMIDT,  
CHIP CRAVAACK,  
NICK J. RAHALL II,  
PETER A. DEFazio,  
JERRY F. COSTELLO,  
LEONARD L. BOSWELL,  
RUSS CARNAHAN,

From the Committee on Science, Space, and Technology, for consideration of sections 102, 105, 201, 202, 204, 208, 209, 212, 220, 321, 324, 326, 812, title X, and title XIII of the House bill and sections 102, 103, 106, 216, 301, 302, 309, 320, 327, title VI, and section 732 of the Senate amendment, and modifications committed to conference:

RALPH M. HALL,  
STEVEN M. PALAZZO,  
EDDIE BERNICE JOHNSON,

From the Committee on Ways and Means, for consideration of title XI of the House bill and titles VIII and XI of the Senate amendment, and modifications committed to conference:

DAVE CAMP,  
PATRICK J. TIBERI,  
SANDER M. LEVIN,

*Managers on the Part of the House.*

JOHN D. ROCKEFELLER IV,  
BARBARA BOXER,  
BILL NELSON,  
MARIA CANTWELL,  
KAY BAILEY HUTCHISON,  
JOHNNY ISAKSON,

From the Committee on Finance:

MAX BAUCUS.

*Managers on the Part of the Senate.*

□ 1230

## ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mrs. MILLER of Michigan). Pursuant to

clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote incurs objection under clause 6 of rule XX.

Record votes on postponed questions will be taken later today.

## TO EXTEND THE PAY LIMITATION FOR MEMBERS OF CONGRESS AND FEDERAL EMPLOYEES

Mr. ROSS of Florida. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 3835) to extend the pay limitation for Members of Congress and Federal employees.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3835

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

## SECTION 1. EXTENSION OF PAY LIMITATION.

(a) IN GENERAL.—Section 147 of the Continuing Appropriations Act, 2011 (Public Law 111-242; 5 U.S.C. 5303 note), as added by section 1(a) of the Continuing Appropriations and Surface Transportation Extensions Act, 2011 (Public Law 111-322; 124 Stat. 3518), is amended—

(1) in subsection (b)(1), by striking “December 31, 2012” and inserting “December 31, 2013”; and

(2) in subsection (c), by striking “December 31, 2012” and inserting “December 31, 2013”.

## (b) APPLICATION TO LEGISLATIVE BRANCH.—

(1) MEMBERS OF CONGRESS.—The extension of the pay limit for Federal employees through December 31, 2013, as established pursuant to the amendments made by subsection (a), shall apply to Members of Congress in accordance with section 601(a) of the Legislative Reorganization Act of 1946 (2 U.S.C. 31).

(2) OTHER LEGISLATIVE BRANCH EMPLOYEES.—

(A) LIMIT IN PAY.—Notwithstanding any other provision of law, no cost of living adjustment required by statute with respect to a legislative branch employee which (but for this subparagraph) would otherwise take effect during the period beginning on the date of enactment of this Act and ending on December 31, 2013, shall be made.

(B) DEFINITION.—In this paragraph, the term “legislative branch employee” means—

(i) an employee of the Federal Government whose pay is disbursed by the Secretary of the Senate or the Chief Administrative Officer of the House of Representatives; and

(ii) an employee of any office of the legislative branch who is not described in clause (i).

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Florida (Mr. Ross) and the gentleman from Maryland (Mr. CUMMINGS) each will control 20 minutes.

The Chair recognizes the gentleman from Florida.

## GENERAL LEAVE

Mr. ROSS of Florida. Madam Speaker, I yield myself such time as I may consume, and I ask unanimous consent that the Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on the bill under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Florida?

There was no objection.

Mr. ROSS of Florida. Madam Speaker, I rise today in strong support of H.R. 3835, to extend the pay limitation for Members of Congress and Federal employees. Our Federal employees provide an essential work function for the Federal Government. They’re good people. They do good work. And they do good work so long as it’s essential government functions. We appreciate their service, and believe Federal employees should be compensated fairly.

Yet, current Federal salaries and benefits are not in line with the marketplace when compared to the private workforce. Federal civilian workers receive generous benefits, pay, and job security. In fact, there is a four times greater chance of losing your job in the private sector than there is with the Federal workforce.

Our Federal workforce performs essential functions. We appreciate their service, and believe Federal employees should be compensated fully.

On Monday, the Congressional Budget Office released a study which found that total compensation for Federal employees was 16 percent greater than for private sector workers. When they looked at the benefits of hardworking taxpayers, they take home 72 percent less in benefits than their government counterparts.

To top it off, these hardworking private sector taxpayers, with a high school diploma or some college, make 32 to 36 percent less than Federal employees with the same education level. Those who work the hardest to pay taxes are the ones bearing the burden of a bloated Federal government.

The contrast between the Federal Government and private sector is troubling. With 13 million Americans unemployed, why would we allow automatic raises to occur for a group of workers whose average compensation exceeds \$100,000, and for the Members of Congress, whose compensation is \$174,000?

The reality is that the Federal Government has no incentive or no obligation to reduce salaries in order to be competitive to stay in business. We simply raise taxes, or we go into more debt. And our government continues to borrow. Just yesterday, for example, the CBO released a report that our Federal budget deficit will top another \$1 trillion for a fourth straight year in a row. This is unprecedented. It is unsustainable.

The President’s fiscal commission, a bipartisan commission, the Simpson-Bowles Commission, a commission which not only the President but this Congress should consider, has recommended a 3-year freeze on civilian payroll and Member pay. In its report, the Commissioners reminded us that “in time of budget shortfalls, all levels of government must trim back.” Following this advice, the President, to