

HISTORICAL AND REVISION NOTES—CONTINUED

<i>Revised Section</i>	<i>Source (U.S. Code)</i>	<i>Source (Statutes at Large)</i>
46505(d)	49 App.:1472(l)(3).	Aug. 23, 1958, Pub. L. 85-726, 72 Stat. 731, §902(l)(3); added Sept. 5, 1961, Pub. L. 87-197, §1, 75 Stat. 466; restated Aug. 5, 1974, Pub. L. 93-366, §203, 88 Stat. 418; Feb. 18, 1980, Pub. L. 96-193, §502(b), 94 Stat. 59.

In subsection (a), the definition of “firearm” is merged with the definition of “loaded firearm” because the term “firearm” is only used in the defined term “loaded firearm”.

In subsections (b) and (c), the words “fined under title 18” are substituted for “fined not more than \$10,000” and “fined not more than \$25,000” for consistency with title 18.

In subsections (b)(1) and (d)(2), the words “deadly or” are omitted as surplus.

In subsection (b)(2), the words “baggage or other” are omitted as surplus.

In subsection (b)(3), the words “bomb or similar” are omitted as surplus.

In subsection (d)(1), the words “State or political subdivision of a State” are substituted for “municipal or State government” for consistency in the revised title and with other titles of the United States Code. The words “or required” are omitted as surplus.

In subsection (d)(3), the word “contained” is omitted as surplus.

Editorial Notes

AMENDMENTS

2018—Subsec. (d)(2). Pub. L. 115-254 substituted “Administrator of the Transportation Security Administration” for “Under Secretary of Transportation for Security”.

2001—Subsec. (c). Pub. L. 107-56, §810(g), substituted “20 years, or both, and, if death results to any person, shall be imprisoned for any term of years or for life.” for “15 years, or both.”

Subsec. (d)(2). Pub. L. 107-71, §140(d)(8), inserted “or the Under Secretary of Transportation for Security” after “Federal Aviation Administration”.

Subsec. (e). Pub. L. 107-56, §811(j), added subsec. (e).

1996—Subsec. (b). Pub. L. 104-132, §705(b)(1), substituted “10 years” for “one year”.

Subsec. (c). Pub. L. 104-132, §705(b)(2), substituted “15 years” for “5 years”.

§ 46506. Application of certain criminal laws to acts on aircraft

An individual on an aircraft in the special aircraft jurisdiction of the United States who commits an act that—

(1) if committed in the special maritime and territorial jurisdiction of the United States (as defined in section 7 of title 18) would violate section 113, 114, 661, 662, 1111, 1112, 1113, or 2111 or chapter 109A of title 18, shall be fined under title 18, imprisoned under that section or chapter, or both; or

(2) if committed in the District of Columbia would violate section 9 of the Act of July 29, 1892 (D.C. Code §22-1112), shall be fined under title 18, imprisoned under section 9 of the Act, or both.

(Pub. L. 103-272, §1(e), July 5, 1994, 108 Stat. 1245.)

HISTORICAL AND REVISION NOTES

<i>Revised Section</i>	<i>Source (U.S. Code)</i>	<i>Source (Statutes at Large)</i>
46506	49 App.:1472(k).	Aug. 23, 1958, Pub. L. 85-726, 72 Stat. 731, §902(k); added Sept. 5, 1961, Pub. L. 87-197, §1, 75 Stat. 466; Oct. 14, 1970, Pub. L. 91-449, §1(3), 84 Stat. 921; Nov. 10, 1986, Pub. L. 99-646, §87(d)(8), 100 Stat. 3624; Nov. 14, 1986, Pub. L. 99-654, §3(b)(8), 100 Stat. 3664.

In clause (1), the words “fined under title 18, imprisoned under that section or chapter, or both” are substituted for “punished as provided therein” for consistency with title 18.

In clause (2), the words “fined under title 18, imprisoned under section 9 of the Act, or both” are substituted for “punished as provided therein” for consistency with title 18.

Editorial Notes

REFERENCES IN TEXT

Section 9 of the Act of July 29, 1892, referred to in par. (2), is section 9 of act July 29, 1892, ch. 320, 27 Stat. 324, which is not classified to the Code. Section 9 of the Act was reclassified to section 22-1312 of the D.C. Code (2014).

§ 46507. False information and threats

An individual shall be fined under title 18, imprisoned for not more than 5 years, or both, if the individual—

(1) knowing the information to be false, willfully and maliciously or with reckless disregard for the safety of human life, gives, or causes to be given, under circumstances in which the information reasonably may be believed, false information about an alleged attempt being made or to be made to do an act that would violate section 46502(a), 46504, 46505, or 46506 of this title; or

(2)(A) threatens to violate section 46502(a), 46504, 46505, or 46506 of this title, or causes a threat to violate any of those sections to be made; and

(B) has the apparent determination and will to carry out the threat.

(Pub. L. 103-272, §1(e), July 5, 1994, 108 Stat. 1245.)

HISTORICAL AND REVISION NOTES

<i>Revised Section</i>	<i>Source (U.S. Code)</i>	<i>Source (Statutes at Large)</i>
46507	49 App.:1472(m).	Aug. 23, 1958, Pub. L. 85-726, 72 Stat. 731, §902(m); added Sept. 5, 1961, Pub. L. 87-197, §1, 75 Stat. 467; restated Oct. 12, 1984, Pub. L. 98-473, §2014(d)(1), 98 Stat. 2190.

In this section, before clause (1), the words “fined under title 18” are substituted for “fined not more than \$25,000” for consistency with title 18. In clauses (1) and (2), the words “a felony” are omitted as surplus. In clause (1), the words “gives, or causes to be given” are substituted for “imparts or conveys or causes to be imparted or conveyed” to eliminate unnecessary words. The words “attempt or” are omitted as surplus. In clause (2), the words “threatens . . . or causes a threat . . . to be made” are substituted for “imparts or conveys or causes to be imparted or conveyed any threat” to eliminate unnecessary words.

PART B—AIRPORT DEVELOPMENT AND
NOISE

CHAPTER 471—AIRPORT DEVELOPMENT

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Editorial Notes

AMENDMENTS

2018—Pub. L. 115-254, div. B, title I, §§140(b), 160(b), 166(c), title III, §395(b), Oct. 5, 2018, 132 Stat. 3211, 3221, 3226, 3327, added items 47124a, 47136, 47140, and 47143, substituted “Airport investment partnership program” for “Pilot program on private ownership of airports” in item 47134, and struck out former item 47136 “Inherently low-emission airport vehicle pilot program”, item 47136a “Zero-emission airport vehicles and infrastructure”, former item 47140 “Airport ground support equipment emissions retrofit pilot program”, and item 47140a “Increasing the energy efficiency of airport power sources”.

2017—Pub. L. 115-31, div. K, title I, §119F(b), May 5, 2017, 131 Stat. 735, which directed amendment of the analysis for this chapter by adding item 47144 after item 47143, was executed by adding item 47144 after item 47142 to reflect the probable intent of Congress, because no item for section 47143 has been enacted.

2012—Pub. L. 112-95, title I, §148(b), title V, §§511(c), 512(b), Feb. 14, 2012, 126 Stat. 32, 108, 109, substituted “Resolution of disputes concerning airport fees” for “Resolution of airport-air carrier disputes concerning airport fees” in item 47129 and added items 47136a and 47140a.

2003—Pub. L. 108-176, title I, §§152(b), 158(b), 159(a)(2), 160(b), 181(b), title III, §304(b), Dec. 12, 2003, 117 Stat. 2507, 2509, 2510, 2513, 2515, 2538, added items 47138 to 47142, subchapter III heading, and items 47171 to 47175.

2000—Pub. L. 106-181, title I, §§123(a)(2), 132(b), 133(b), 134(b), 135(d)(4), Apr. 5, 2000, 114 Stat. 74, 81-83, 85, struck out item 47132 “Pavement maintenance”, added items 47135 to 47137, and substituted “conveyances” for “gifts” in item 47152.

1996—Pub. L. 104-264, title I, §§142(c), 147(c)(2), 149(a)(2), title VIII, §804(c), Oct. 9, 1996, 110 Stat. 3221, 3223, 3226, 3271, substituted “grant program” for “grant pilot program” in item 47128 and added items 47132, 47133, and 47134.

1994—Pub. L. 103-305, title I, §§113(b), 118(b), Aug. 23, 1994, 108 Stat. 1579, 1580, added items 47129 and 47130 and redesignated former item 47129 as 47131.

SUBCHAPTER I—AIRPORT IMPROVEMENT

§ 47101. Policies

(a) GENERAL.—It is the policy of the United States—

(1) that the safe operation of the airport and airway system is the highest aviation priority;

(2) that aviation facilities be constructed and operated to minimize current and projected noise impact on nearby communities;

(3) to give special emphasis to developing reliever airports;

(4) that appropriate provisions should be made to make the development and enhancement of cargo hub airports easier;

(5) to encourage the development of intermodal connections on airport property between aeronautical and other transportation modes and systems to serve air transportation passengers and cargo efficiently and effectively and promote economic development;

(6) that airport development projects under this subchapter provide for the protection and enhancement of natural resources and the