HR 2115

Vision 100--Century of Aviation Reauthorization Act

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Chamber: House
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Sponsor

Name: Rep. Young, Don [R-AK-At Large]
Party: Republican • **State:** AK • **Chamber:** House

Cosponsors (3 total)

Cosponsor	Party / State	Role	Date Joined
Rep. DeFazio, Peter A. [D-OR-4]	D · OR		May 15, 2003
Rep. Mica, John L. [R-FL-7]	R · FL		May 15, 2003
Rep. Oberstar, James L. [D-MN-8]	D · MN		May 15, 2003

Committee Activity

Committee	Chamber	Activity	Date
Judiciary Committee	House	Bills of Interest - Exchange of Letters	Dec 15, 2003
Transportation and Infrastructure Committee	House	Markup by	May 20, 2003

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
108 HR 2734	Text similarities	**Dec 8, 2003:** Placed on the Union Calendar, Calendar No. 231.
108 HRES 422	Procedurally related	**Oct 30, 2003:** Motion to reconsider laid on the table Agreed to without objection.
108 HRES 377	Procedurally related	**Oct 28, 2003:** Motion to reconsider laid on the table Agreed to without objection.
108 S 1618	Related bill	**Sep 17, 2003:** Read the second time. Placed on Senate Legislative Calendar under General Orders. Calendar No. 282.
108 S 824	Related document	**Jun 12, 2003:** See also H.R. 2115.
108 HRES 265	Procedurally related	**Jun 11, 2003:** Motion to reconsider laid on the table Agreed to without objection.

Summary (as of Dec 12, 2003)

Vision 100 - Century of Aviation Reauthorization Act - **Title I: Airport and Airway Improvements - Subtitle A: Funding of FAA Programs -** (Sec. 101) Amends Federal aviation law to authorize appropriations for FY 2004 through 2007 for: (1) airport and noise compatibility planning and development; (2) air navigation facilities and equipment; (3) the Federal Aviation Administration (FAA); and (4) the funding of various aviation programs from the general fund of the Treasury.

(Sec. 102) Earmarks air navigation facilities and equipment funds to: (1) enhance safety and security for aircraft operations in the Gulf of Mexico; (2) develop and analyze wake vortex advisory systems; (3) establish a program for the installation of a precision approach aid designed to improve aircraft accessibility at mountainous airports with limited land; (4) establish a program to improve the efficiency, cost effectiveness, and environmental performance of standby power systems at FAA sites, including the implementation of fuel cell technology; and (5) conduct a pilot program to provide operating incentives to users of the airspace for the deployment of new technologies, including technologies to facilitate expedited flight routing and sequencing of takeoffs and landings.

(Sec. 103) Earmarks FAA operations funds for: (1) the Center for Management Development of the FAA to operate training courses and to support associated student travel for both residential and field courses; (2) the Air Traffic Control Collegiate Training Initiative; (3) the completion of the Alaska aviation safety project with respect to the three dimensional mapping of Alaska's main aviation corridors; and (4) the Aviation Safety Reporting System.

Authorizes appropriations out of the Airport and Airway Trust Fund for FY 2004 through 2007 to gather and analyze aviation data in the Bureau of Transportation Statistics of the Department of Transportation (DOT).

(Sec. 104) Authorizes appropriations through FY 2007 for aviation programs.

(Sec. 105) Requires the Secretary of Transportation (Secretary) to ensure that an agreement between the U.S. Government and a qualified entity, State, or local government allowing the entity, State, or local government to operate an airport facility relieves the U.S. Government from any liability arising out of, or related to, acts or omissions of entity, State, or local employees in operating such facility.

Authorizes appropriations for FY 2004 through 2007 for the air traffic control contract program (now made permanent). Increases the maximum Federal share of costs for the construction of a nonapproach traffic control tower from $1.1 million to $1.5 million.

(Sec. 106) Authorizes the Secretary to provide insurance in excess of the greater amount of available primary insurance or $50 million to aircraft manufacturers for loss or damage resulting from operation of an aircraft by a domestic carrier and involving war and terrorism.

Authorizes the Secretary to extend to the U.S. manufacturer of the aircraft of the air carrier involved the limitation of $100 million in liability for third party claims arising out of acts of terrorism, as well as immunity from punitive damages (with the Federal Government responsible for any liability above $100 million). Extends the current authority of the Secretary to provide air carrier insurance and reinsurance through March 30, 2008.

Subtitle B: Passenger Facility Fees - (Sec. 121) Includes among eligible airport-related projects financed through a passenger facility fee a project in an air quality nonattainment or maintenance area for: (1) the conversion of vehicles and ground support equipment used at a commercial service airport to low-emission technology or to use cleaner burning conventional fuels; (2) the retrofitting of such vehicles or equipment powered by a diesel or gasoline engine with EPA-

certified emission control technologies; or (3) the acquisition of airport vehicles and ground support equipment that include low-emission technology or use cleaner burning fuels. Requires such a project to result in an airport's receiving appropriate emission credits. Limits the maximum cost that may be financed by imposition of a passenger facility fee for such low-technology projects.

(Sec. 122) Declares that the Secretary may authorize use of a passenger facility fee for making debt service payments on indebtedness incurred to carry out at the airport a project that is not an eligible airport-related project, provided the Secretary determines that such use is necessary owing to the airport's financial need.

(Sec. 123) Revises certain passenger facility fee requirements to provide that an eligible agency applying to impose a passenger facility fee that provides notice and an opportunity for consultation to an domestic or foreign air carrier is deemed to have satisfied certain application requirements if it limits such notices and consultations to domestic and foreign air carriers that have a significant business interest at an airport, that is, one: (1) that had at least one percent of passenger boardings at the airport in the prior calendar year, and which amounted to at least 25,000 such boardings; or (3) provides scheduled service at the airport.

Requires an eligible agency to provide reasonable notice and an opportunity for public comment before submitting an application to the Secretary. Changes from mandatory to discretionary the authority of the Secretary, after receiving an application, to provide notice and an opportunity to domestic and foreign air carriers and other interested persons to comment on the application.

Establishes a pilot program to test alternative procedures for authorizing eligible agencies for nonhub airport to impose passenger facility fees. Authorizes an eligible agency to impose a passenger facility fee at a nonhub airport. Sets forth program requirements.

Prohibits the collection of a passenger facility fee from a passenger enplaning at an airport on a military charter flight paid for by the Department of Defense.

Requires the Administrator of the FAA to publish in the Federal Register the current Administration policy on the eligibility of airport ground access transportation projects for the use of passenger facility fees.

(Sec. 124) Requires an air carrier to segregate passenger facility revenue in a separate account for the benefit of the eligible agencies entitled to such revenue. Prohibits an air carrier from granting to a third party any security or other interest in such revenue. Entitles an air carrier that collects passenger facility fees to receive interest on passenger facility fee accounts.

Subtitle C: AIP Modifications - (Sec. 141) Makes eligible for airport development project funds routine work to preserve and extend the useful life of runways, taxiways, and aprons at nonhub airports.

(Sec. 142) Requires funding of the replacement of baggage conveyor systems, and reconfiguration of terminal baggage areas, at public-use airports in order to install bulk explosive detection devices to use only amounts apportioned for airport planning and development and noise compatibility planning and programs.

(Sec. 143) Amends the Federal Aviation Reauthorization Act of 1996 to repeal (in order to conform with this Act) certain authority to use certain funds for specified airport security programs and activities.

(Sec. 144) Revises requirements for audit certifications with respect to assurances about airport operations necessary for project grant application approval.

(Sec. 145) Makes an allowable airport development project cost the cost of moving a Federal facility impeding an airport development project, if the rebuilt facility is of an equivalent size and type.

(Sec. 146) Authorizes the Secretary to apportion airport improvement funds to primary airports for FY 2004 and 2005 in the same amount apportioned to such airports for FY 2002 or 2003 (whichever is greater), provided the Secretary finds that: (1) passenger boardings at the airport were below 10,000 in calendar year 2002 or 2003; (2) the airport had at least 10,000 passenger boardings and scheduled passenger aircraft service in either calendar year 2000 or 2001; and (3) the reason that passenger boardings were below 10,000 was the decrease in passengers following the terrorist attacks of September 11, 2001.

(Sec. 147) Increases from three percent to 3.5 percent the mandatory annual apportionment of airport improvement amounts to sponsors of airports served by aircraft transporting only cargo with a total annual landed weight of more than 100 million pounds.

(Sec. 148) Revises factors the Secretary must consider in selecting a project for a discretionary grant to preserve and improve airport capacity. Sets forth certain other factors that must be considered in selecting an airport development project for a discretionary grant, including whether: (1) funding has been approved for all other projects qualifying for funding during the fiscal year that have attained a higher score under the numerical priority system employed by the Secretary in administering the discretionary fund; and (2) the airport sponsor will be able to commence the work identified in the project application in the fiscal year in which the grant is made, or within six months afterwards, whichever is later.

(Sec. 149) Authorizes the Secretary to decide that the costs of revenue producing aeronautical support facilities (including fuel farms and hangars) are allowable costs payable by the Government for an airport development project at a nonprimary airport if: (1) the Government's share of such costs is paid only with funds apportioned to an airport sponsor (except for primary airports) under the special rule for fiscal years with $3.2 billion or more available;and (2) the sponsor has made adequate provision for financing airside needs of the airport.

Revises the authorization of an agreement between the sponsor of an airport and the Secretary to waive the sponsor's claim to any part of airport improvement funds apportioned for the airport if the Secretary agrees to make the waived amount available for a grant for another public-use airport in the same State or geographical area. Extends such waiver authorization to apportionments under the special rule for fiscal years with $3.2 billion or more available.

Authorizes the Secretary to make any part of airport planning and development and noise compatibility planning and program funds apportioned to a sponsor of a nonprimary airport under the special rule available to pay the costs for terminal development at such airport.

(Sec. 150) Revises entitlement to the availability of airport improvement apportionments for three years following the original fiscal year by: (1) repealing such entitlement for any primary airport that had less than .05 percent of the total boardings in the United States in the preceding calendar year; and (2) extending such entitlement to a nonhub airport or any airport that is not a commercial service airport.

(Sec. 151) Increases from 34 percent to 35 percent of amounts available to the discretionary fund for each fiscal year that the Secretary is required to use for grants for for airport noise compatibility planning and programs (as under current law). Includes among the purposes of such grants: (1) carrying out noise mitigation projects approved in an environmental record of decision for an airport development project; (2) compatible land use planning and projects carried by State and local governments; and (3) airport development projects to comply with the Clean Air Act.

(Sec. 152) Directs the Secretary to establish a pilot grant program to support through the award of grants the purchase, by a State or local government, of development rights associated with, or directly affecting the use of, privately owned public use airports located in the State. Sets forth certain grant requirements and standards.

(Sec. 153) Increases the availability of funds from the discretionary fund for FY 2004 and 2005 to sponsors of current or former military airports to improve or repair terminal building facilities, or to construct, improve, or repair certain airport surface parking lots, fuel farms, and utilities, and hangars and air cargo terminals at such airports.

(Sec. 154) Revises the authority of the Administrator of the FAA to contract, using sole source or limited source authority, for the collection of airport safety data. Authorizes cooperative agreements with or and grants to a private company for the collection of such data. Makes the Federal share of cost of the data collection 100 percent.

(Sec. 155) Revises requirements regarding an airport sponsor's sale or long term lease of a general aviation or other type airport to a private person. Revises the Secretary's authority to approve a sponsor's application for an exemption from certain restrictions and assurances regarding the use of local aviation fuel taxes and airport revenues. Allows such an exemption to the extent necessary to permit the sponsor to recover from such sale or lease an amount as may be approved: (1) in the case of a primary airport, by at least 65 percent of the scheduled air carriers serving the airport (currently, by at least 65 percent of the air carriers serving the airport), and by scheduled and nonscheduled air carriers whose aircraft landing at the airport during the preceding calendar year, had a total landed weight during the preceding calendar year of at least 65 percent of the total landed weight of all aircraft landing at the airport during such year (currently a requirement with respect to all airports); or (2) by the Secretary at any nonprimary airport after the airport has consulted with at least 65 percent of the owners of aircraft based at that airport.

Deems an air carrier to have approved a sponsor's application fro an exemption unless it submits an objection in writing to the sponsor by a certain deadline.

(Sec. 157) Requires the Secretary, in cooperation with the Secretary of Homeland Security, to administer the airport security program.

(Sec. 158) Directs the Administrator of the Environmental Protection Agency (EPA) to issue guidance on how to ensure that airport sponsors receive appropriate emission credits for carrying out air quality projects at certain airports. Sets forth certain requirements for such guidance.

(Sec. 159) Directs the Secretary to carry out a pilot program under which airport sponsors may use airport planning and development and noise compatibility planning and program funds to retrofit existing eligible airport ground support equipment that burns conventional fuels to achieve lower emissions utilizing emission control technologies certified or verified by the EPA. Limits eligibility for such program to commercial service airports in air quality nonattainment or maintenance areas (proper areas).

Makes eligible for airport development project funds: (1) work necessary to construct or modify airport facilities to provide low-emission fuel systems, gate electrification, and other related air quality improvements at a commercial service airport provided the airport is located in a proper area, and such project will result in an airport receiving appropriate emission credits; and (2) a project for the acquisition or conversion of vehicles and ground support equipment owned by a commercial service airport to low-emission technology provided the airport is located in a proper area, and such project will result in an airport receiving appropriate emission credits.

Declares an allowable cost the cost for a project for acquiring for use at a commercial service airport vehicles and certain ground support equipment owned by a airport that include low-emission technology, but only to the extent of the incremental cost of equipping such vehicles or equipment with low-emission technology.

Defines low-emission technologies technology for vehicles and equipment whose emission performance is the best achievable under EPA emission standards, relying exclusively on alternative fuels that are substantially non-petroleum based, but not excluding hybrid systems or natural gas powered vehicles.

(Sec. 160) Authorizes the Secretary to make grants from amounts set aside for noise compatibility programs, under the special rule for fiscal years with $3.2 billion or more available, to State and local governments for land use compatibility plans and resulting projects to make the use of land areas around large hub airports and medium hub airports compatible with aircraft operations if certain requirements are met. Sets forth certain grant requirements.

(Sec. 161) Increases from 90 to 95 percent for FY 2004 through 2007 the Federal Government's share of costs for specified airport projects funded under the State airport block grant program.

(Sec. 162) Sets forth a formula and related requirements for an increase in the Government's share of allowable project costs in the case of any project approved after September 30, 2003, at a small hub airport or nonhub airport that is located in a State containing unappropriated and unreserved public lands and nontaxable Indian lands (individual and tribal) of more than five percent of the total area of all lands in the State.

(Sec. 163) Increases from 40 percent to 70 percent the Federal share of a pilot project for private ownership of airports funded by the Administrator from the discretionary fund.

(Sec. 164) Revises requirements for the written assurances the Secretary must receive before approving an application for an airport development project grant for acquiring land for a noise compatibility purpose. Requires the assurances about reinvestment in an approved noise compatibility project as an alternative use of proceeds from disposition of the land to include the purchase of nonresidential buildings or property in the vicinity of residential buildings or property previously purchased by the airport as part of a noise compatibility program.

(Sec. 165) Adds to the written assurances the Secretary must receive before approving an application for an airport development project grant assurance that, if the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant the aircraft owner a long-term lease for the hangar.

(Sec. 166) Revises requirements for the use of apportionments to repay money borrowed for terminal development costs to cover apportionments for grants to a nonhub primary airport which is a designated current or former military airport in FY 2003 at which terminal development is carried out between January 2003 and August 2004.

Subtitle D: Miscellaneous - (Sec. 181) Authorizes the FAA Administrator to authorize an airport sponsor, upon application approval, to award a design-build contract (an agreement providing for both design and construction of a project by a contractor) using a selection process permitted under applicable State or local law if specified general requirements are met.

Allows the Administrator to reimburse an airport sponsor for design and construction costs incurred before a grant is made for a design-build contract if the project is approved by the Administrator in advance and is carried out in accordance with all administrative and statutory requirements that would have been applicable if the project were carried out after a grant agreement had been executed.

(Sec. 182) Authorizes the FAA Administrator to establish a pilot program to test innovative financing techniques through amending a contract for between one and 20 fiscal years to purchase and install air traffic control equipment for the Administration. Limits such an amendment to between one and ten fiscal years. Allows such a contract to contain a cancellation clause, with a cancellation liability schedule covering reasonable and allocable costs incurred through the cancellation date plus reasonable profit, if any, on those costs.

Allows the Administrator to may make an advance contract provision to achieve economic-lot purchases and more efficient production rates.

Prohibits the Administrator from making any such contract amendments until the program for the terminal automation replacement systems has been rebaselined in accordance with the FAA acquisition management system.

Makes specified funding available.

(Sec. 183) Authorizes the Secretary to carry out a cost-sharing program under which the Secretary may make grants of up to $5 million per project for up to ten eligible air traffic modernization projects per fiscal year for the purpose of improving aviation safety and enhancing mobility of the Nation's air transportation system by encouraging non-Federal investment in critical air traffic control equipment and software. Limits the Federal share of costs to 33 percent. Requires the non-Federal share to be provided from non-Federal sources, including revenues collected from passenger facility fees.

(Sec. 184) Requires the FAA Administrator to report biannually for four years to specified congressional committees on the ten largest air navigation facilities and equipment programs, any budget changes in them, program schedules, and associated technical risks.

(Sec. 185) Amends Federal aviation law to prohibit a public agency (a State or local government, a tax-supported organization, or an Indian tribe or pueblo) from closing permanently an airport listed in the national plan of integrated airport systems without providing written notice to the FAA Administrator at least 30 days before the date of the closure. Establishes a civil penalty of $10,000 per day of closure without notice for any violation of this requirement.

(Sec. 186) Directs the Secretaries of Transportation, Defense, Interior, and Homeland Security to enter into a memorandum of understanding to facilitate the sale of aircraft fuel on Midway Island at a price that will generate sufficient revenue to improve the airport's ability to operate on a self-sustaining basis in accordance with FAA standards applicable to commercial airports. Requires the memorandum also to address the long-range potential of promoting tourism as a means to generate revenue to operate the airport.

Authorizes the Midway Island Airport to transfer, without consideration, to the FAA Administrator the navigation aids at the airport, and requires the Administrator to accept, operate, and maintain them.

Authorizes the Secretary of Transportation to enter into a reimbursable agreement with the Secretary of the Interior to fund, out of the Secretary of Transportation's discretionary fund, airport development at Midway Island Airport (up to $2.5 million per year) for fiscal years ending before October 1, 2007.

(Sec. 187) Amends Federal aviation law with regard to intermodal planning to add to the environmental requirements for approval of an airport development project involving the location of an airport, runway, or major runway extension at a medium or large hub airport. Requires the airport sponsor to have made available and provided upon request to the metropolitan planning organization in the area in which the airport is located, if any, a copy of the proposed amendment to the airport layout plan to depict the project and a copy of any airport master plan in which the project is described or depicted.

(Sec. 188) Makes the sponsors of airports located in the Republic of the Marshall Islands, Federated States of Micronesia, and Republic of Palau eligible for discretionary fund and small airport grants for FY 2004 through 2007.

(Sec. 189) Prohibits the Secretary from approving in FY 2004 through 2007 any noise compatibility program submitted if it requires the expenditure of certain funds made available for mitigation of aircraft noise less than 65 DNL.

(Sec. 190) Offers the Chaluka Corporation (the village corporation established under the Alaska Native Claims Settlement Act (ANCSA) for the Native Village of Nikolski, Alaska) ownership of the surface estate in the former Nikolski Radio Relay Site on Umnak Island, Alaska, and the Aleut Corporation (the regional corporation established under ANCSA for the region in which the Native Village of Nikolski, Alaska, is located) the subsurface estate of that Site, in exchange for relinquishment by the Chaluka Corporation and the Aleut Corporation of specified property.

Directs the Secretary of the Interior to convey the offered land if the Chaluka Corporation and the Aleut Corporation take the actions specified actions.

Declares that neither the Chaluka Corporation nor the Aleut Corporation shall be subject to any liability for: (1) the presence or release of a hazardous substance on Phase I lands or the presence of solid waste on Phase I lands, which predates their conveyance to the Chaluka and Aleut Corporations; or (2) any release, from any of such hazardous substances or solid wastes following conveyance of Phase I lands, so long as the presence of or releases from those hazardous substances or solid wastes are not the result of actions by the Chaluka Corporation or the Aleut Corporation.

Directs the Secretary of the Interior, at no cost to the recipient, convey ownership of an estate in fee simple in: (1) each specified Lot that is the subject of an Aleutian Housing Authority mutual help occupancy agreement, to the Aleutian Housing Authority (and the remainder of such Lots to the current occupants); and (2) the Nikolski powerhouse land, to the Indian Reorganization Act Tribal Government for the Native Village of Nikolski, upon completion of a certain environmental restoration if after the restoration the powerhouse continues to be located on the Nikolski powerhouse land, or the surface estate to the Chaluka Corporation and the subsurface estate to the Aleut Corporation, if after the restoration, the Nikolski powerhouse is no longer located on the Nikolski powerhouse land.

Authorizes the Denali Commission to arrange for environmental restoration of the areas on, beneath, and adjacent to the Nikolski powerhouse land that are contaminated as a result of powerhouse operations and activities.

Makes it a condition of the land conveyance that the Chaluka Corporation shall permit the U.S. Government, and its agents, employees, and contractors, to have unrestricted access to the airfield at Nikolski in perpetuity for site investigation, restoration, remediation, and environmental monitoring of the former Nikolski Radio Relay Site and reasonable access to that airfield, and to other land conveyed under this Act, for any activity associated with management of lands owned by the United States and for other governmental purposes without cost to the Government.

Declares that the Bureau of Land Management is not required to conduct additional on-the-ground surveys as a result of these conveyances.

Authorizes appropriations, including specified funds to reimburse the appropriate State of Alaska agency for costs required for environmental restoration of the Nikolski powerhouse land.

Title II: FAA Organization - Subtitle A: FAA Reform - (Sec. 201) Amends Federal aviation law to reduce the size of the

Federal Aviation Management Advisory Council from 18 to 13 members. States that initial appointments to the Council made after May 1, 2003, shall be made by the Secretary of Transportation (instead of by the President, with the advice and consent of the Senate). Requires the Secretary of Transportation to make all appointments (including initial appointments) of the Council member from among individuals who are the leaders of their respective unions of air traffic control system employees. (Currently the President is required to make the initial appointment.) Eliminates the five members appointed by the Secretary after consultation with specified congressional committees.

(Sec. 202) Directs the FAA Administrator to convert the Air Traffic Services Subcommittee into an Air Traffic Services Committee independent of the Council, and composed of the Administrator and four other members meeting specified qualifications. Prohibits the appointment of U.S. Government officers or employees to the Committee. Permits the FAA to give the Committee (as well as the Council) access to relevant documents and FAA staff. Prohibits specified conflicts-of-interest for Committee members. Prescribes requirements for personnel matters and travel expenses.

Authorizes appropriations to the Committee.

(Sec. 203) Revises the responsibilities of the FAA Chief Operating Officer (CPO), as delegated by the Administrator. Requires the CPO to oversee the FAA day-to-day operational functions for air traffic control (currently, to review FAA operational functions), including the management of cost-reimbursable contracts.

(Sec. 204) Requires the Secretary to set the Deputy Administrator's annual rate of basic pay, not to exceed the Administrator's annual rate.

Subtitle B: Miscellaneous - (Sec. 221) Requires the FAA Administrator to: (1) report to specified congressional committees on the overall air traffic controller staffing plan, including strategies to address anticipated retirement and replacement of air traffic controllers; and (2) develop a comprehensive human capital workforce strategy to determine the most effective method for addressing the need for more air traffic controllers that is identified in the June 2002 report of the General Accounting Office.

(Sec. 222) Amends Federal aviation law to prohibit reprisals against contractor employees under the FAA acquisition management system for disclosing to a Member of Congress or an authorized official of the FAA or the Department of Justice information relating to a substantial violation of law related to a contract.

(Sec. 223) Directs the FAA Administrator to take appropriate actions to implement the recommendations contained in the General Accounting Office report entitled "FAA Purchase Cards: Weak Controls Resulted in Instances of Improper and Wasteful Purchases and Missing Assets," numbered GAO-03-405 and dated March 21, 2003.

(Sec. 224) Amends Federal aviation law regarding FAA Administrator's general procurement authority to repeal the authority to use non-competitive procurement procedures.

Requires the acquisition management system, at a minimum, to provide for the resolution of bid protests and related contract disputes, using consensual alternative dispute resolution techniques to the maximum extent practicable. Requires any bid protest or contract dispute that is not addressed or resolved through alternative dispute resolution to be adjudicated by the Administrator through Dispute Resolution Officers or Special Masters of the Federal Aviation Administration Office of Dispute Resolution for Acquisition, subject to judicial review.

Makes the FAA Administrator the final authority for carrying out all FAA functions, powers, and duties relating to the acquisition and maintenance of services.

(Sec. 225) Defines a small hub airport as a commercial service airport that has at least 0.05 percent but less than 0.25 percent of the revenue passenger boardings in the United States in the prior calendar year on an aircraft in service in air commerce, including passengers who continue on an aircraft in international flight that stops at an airport in the 48 contiguous States, Alaska, or Hawaii for a nontraffic purpose.

Defines: (1) a nonhub airport as a commercial service airport that has less than 0.05 percent of such passenger boardings; (2) a medium hub airport as one that has at least 0.25 percent but less than 1.0 percent of such passenger boardings; and (3) a large b airport as one that has at least 1.0 percent of such passenger boardings.

(Sec. 226) Amends Federal civil service law to provide for coverage of air traffic controllers under the Civil Service Retirement System (CSRS) and the Federal Employees' Retirement System (FERS).

Prescribes a formula for computation of the annuity under FERS for certain air traffic controllers with at least five years of service.

Requires a deposit into the Civil Service Retirement and Disability Fund of certain amounts for service before the effective date of this subtitle in order for an air traffic controller to be eligible for immediate retirement.

(Sec. 227) Directs the FAA Administrator to transmit to specified congressional committees a plan a plan for the development and oversight of a system for certification of design organizations to certify compliance with the requirements and minimum Federal standards for the type certification of aircraft, aircraft engines, propellers, or appliances.

Authorizes the Administrator, beginning seven years after enactment of this subtitle, to issue a design organization certificate to a design organization to authorize it to certify compliance with such requirements and minimum standards.

(Sec. 228) Provides for judicial review of regulations or security directives of the Under Secretary of Transportation for Security, as well as (under existing law) any order of the Secretary of Transportation regarding airport development and noise or of the FAA Administrator regarding aviation duties and powers, at the petition of any person with a substantial interest in the regulation, security directive, or order.

(Sec. 229) Declares that the interim final rule and final rule, relating to overflight fees, issued by the Administrator on May 30, 2000, and August 13, 2001, respectively, including fees assessed between November 19, 2001, and April 8, 2003 (and certain others collected subsequently), to be adopted, legalized, and confirmed as fully to all intents and purposes as if the same had, by prior Act of Congress, been specifically adopted, authorized, and directed as of the date those rules were originally issued.

Requires the FAA Administrator to defer collecting fees until: (1) reporting to Congress in response to the issues raised by the court in Air Transport Association of Canada v. Federal Aviation Administration and Administrator, FAA, decided on April 8, 2003, and (2) consulting with users and other interested parties on the consistency of such fees with U.S. international obligations.

Title III: Environmental Process - Subtitle A: Aviation Development Streamlining - Aviation Streamlining Approval Process Act of 2003 - (Sec. 303) Directs the FAA Administrator to take action to encourage the construction of airport capacity enhancement projects at congested airports.

(Sec. 304) Directs the Secretary to develop and implement an expedited and coordinated environmental review process for airport capacity enhancement projects at congested airports, aviation safety projects, and aviation security projects.

Authorizes the Transportation Infrastructure Streamlining Task Force to monitor airport projects subject to the coordinated review process.

Authorizes the FAA Administrator to consider and commit to prescribing, in a project approval record of decision, flight procedures to avoid or minimize potentially significant adverse noise impacts of an airport capacity enhancement project at a congested airport that involves the construction of new runways or the reconfiguration of existing runways during the environmental planning process for the project.

Authorizes the FAA Administrator to accept funds from an airport sponsor to hire additional staff or obtain consultant services in order to facilitate the timely processing, review, and completion of environmental activities associated with an airport development project.

Authorizes appropriations.

(Sec. 306) Authorizes the Secretary to make airport noise compatibility grants for soundproofing and acquisition of certain residential buildings and properties to an airport operator of a congested airport and a local government unit to carry out a noise mitigation project in the area surrounding the airport if the project is included as a commitment in an FAA record of decision for an airport capacity enhancement project, even if that airport has not met Federal airport noise compatibility planning requirements.

(Sec. 307) Directs the Secretary to publish the final FAA Order 1050.1E, Environmental Impacts: Policies and Procedures by a certain deadline, and the revised Federal Aviation Administration Order 5050.4B, Airport Environmental Handbook, for public comment, within 180 days after that.

(Sec. 309) Applies the coordinated review process required under this subtitle to an airport capacity enhancement project at a congested airport whether or not the project is designated a high-priority transportation infrastructure project.

Subtitle B: Miscellaneous - (Sec. 321) Directs the Secretary to study and report to specified congressional committees on ways to reduce aircraft noise and emissions and to increase aircraft fuel efficiency. Authorizes appropriations.

(Sec. 322) Directs the FAA Administrator to study the feasibility of developing a program under which prospective home buyers of property located in the vicinity of an airport could be notified of information derived from noise exposure maps that may affect the use and enjoyment of the property.

(Sec. 323) Amends Federal aviation law regarding overflights of national parks, especially by commercial air tour operations.

Directs the Secretary, by January 2005, to issue a final rule to establish standards for quiet technology that are reasonably achievable at Grand Canyon National Park, based on the Supplemental Notice of Proposed Rulemaking on Noise Limitations for Aircraft Operations in the Vicinity of Grand Canyon National Park, published in the Federal Register on March 24, 2003. Requires the Secretary to refer to a recognized center for environmental conflict resolution any dispute on specified related matters among interested parties (including outside groups) or government agencies cannot be resolved within a reasonable time frame and could delay finalizing the rulemaking.

(Sec. 324) Specifies a forecast period at least five years in the future as the period of estimated aircraft operations to be included by an airport operator on a noise exposure map.

Requires an airport operator to submit to the Secretary a revised noise exposure map showing any significant noise reduction over existing noncompatible uses a change in airport operation would make that is not reflected in either the existing conditions map or forecast map currently on file with the FAA.

(Sec. 325) Directs the Secretary to issue by April 1, 2005, final regulations to implement Chapter 4 noise standards, consistent with the recommendations adopted by the International Civil Aviation Organization.

(Sec. 326) Directs the Secretary to establish a research program related to reducing community exposure to civilian aircraft noise or emissions through grants or other authorized measures, including reimbursable agreements with other Federal agencies.

Requires the FAA Administrator to designate as a Center of Excellence for Noise and Emission Research any educational or research institution with existing facilities for developing and testing noise reduction engine technology that participates in the program.

(Sec. 327) Declares that nothing in this title shall be construed to: (1) preclude the application of any provision of this Act to the State of Illinois or any other sponsor of a new airport proposed to be constructed in Illinois; or (2) preempt the authority of the Governor of Illinois as of August 1, 2001, to approve or disapprove airport development projects.

Title IV: Airline Service Improvements - Subtitle A: Small Community Air Service - (Sec. 401) Amends Federal aviation law to declare that, if an air carrier commences air transportation to an eligible place not receiving scheduled passenger air service as a result of the failure of the place to meet requirements contained in an appropriations Act, the air carrier shall not be subject to the requirements (hold-in requirements) that it continue to provide basic essential air service to the place for additional 30-day periods until another carrier begins to provide such service to the place if it ends, suspends, or reduces air transportation to such place below the level of basic essential air service.

(Sec. 402) Authorizes the Secretary, if air carriers are experiencing significantly increased costs in providing small community air service or air transportation, to increase the rates of compensation payable without regard to any agreement or requirement relating to the renegotiation of contracts or specified notice requirements. Authorizes a reversal of such an adjustment under certain circumstances. Defines significantly increased costs as a total unit cost increase (but not increases in individual unit costs) of ten percent or more (for a period of at least 2 consecutive months) in relation to the total unit cost reflected in the compensation rate.

(Sec. 403) Includes joint fares among the joint proposals for maximizing small community service or transportation to and from major destinations beyond the hub whose submission by two or more providing air carriers the Secretary is required to encourage.

(Sec. 404) Increases from $15 million to $77 million the additional appropriations authorized for each fiscal year to carry out the essential air service program. Earmarks up to $12 million of such addition funds per fiscal year for the marketing incentive program for communities and for State marketing assistance. Authorizes appropriations for the hiring and employment of four additional employees for the office responsible for carrying out the program.

(Sec. 405) Directs the Secretary to establish an alternate essential air service pilot program, which shall provide assistance directly to a local government unit with appropriate jurisdiction or a State where the eligible place is located, instead of to an air carrier. Specifies authorized uses of such assistance, including use of smaller equipment, provision of on-demand air-taxis and surface transportation, and purchase of a fractional share in an aircraft.

Requires the Secretary to establish a pilot program for up to ten eligible places or consortia of local government units under which an airport sponsor serving an eligible place may elect to forego any essential air service for which compensation is being provided for a ten-year period in exchange for a grant from the Secretary equal in value to twice the compensation paid for such service in the most recent 12-month period.

Requires the Secretary to make a grant to each airport sponsor participating in the program for use on any project that: (1) is eligible for airport development assistance; (2) is located on the airport property; or (3) will improve airport facilities in a way that would make them more usable for general aviation.

(Sec. 406) Directs the Secretary to establish a pilot program under which the Secretary may require air carriers providing small community air service for up to ten communities and major air carriers serving large hub airports to participate in multiple 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.

(Sec. 407) Directs the Secretary to require a carrier that provides essential air service to an eligible place, and receives compensation for it, to report at least semiannually: (1) the percentage of flights to and from the place that arrive on time; and (2) such other information as the Secretary considers necessary to evaluate service provided to passengers traveling to and from such place.

(Sec. 408) Directs the Secretary to establish a pilot program under which up to ten designated essential air service communities (but only one per State) located in proximity to hub airports are required to assume ten percent of their essential air service subsidy costs for a four-year period. Requires such a community to be located within 100 miles by road of a hub airport, and not be located in a noncontiguous State.

(Sec. 409) Specifies as the most commonly used route between an eligible place and the nearest medium hub airport or large hub airport the measure of highway mileage to be used in reviewing, upon request, any action, during the two years before enactment of this Act, to eliminate (or tentatively eliminate) compensation for essential air service to such place, or terminate (or tentatively terminate) the place's compensation eligibility for such service. Requires the Secretary, within 60 days after receiving a review request, to: (1) determine whether the eligible place would have been subject to such an elimination or termination under specified law based on such a determination of highway mileage; and (2) issue a final order regarding eligibility for essential air service compensation. Terminates any such final order on September 30, 2007.

(Sec. 410) Directs the Secretary to establish a marketing incentive program for eligible places that receive subsidized essential air service under which an airport sponsor may receive a grant of up to $50,000 in a fiscal year to develop and implement a marketing plan to increase passenger boardings and the level of passenger usage of its airport facilities. Specifies bonuses for 25-percent and 50-percent increases in usage as a result of such marketing plans.

(Sec. 411) Establishes a National Commission on Small Community Air Service to study and report to the President and Congress on: (1) the challenges faced by small communities in the United States with respect to retaining and enhancing their scheduled commercial air service; and (2) whether the existing Federal programs charged with helping small communities are adequate for them to retain and enhance their existing air service. Authorizes appropriations.

(Sec. 412) Amends Federal aviation law to convert the small community air service development pilot program to a permanent program.

Declares that no community, consortia of communities, nor combination thereof may participate in the program in support of the same project more than once; but any community, consortia of communities, or combination may apply, subsequent to such participation, to participate in the program in support of a different project.

Requires the Secretary to give priority to communities or consortia of communities where, among other things, the assistance will be used in a timely fashion.

Authorizes appropriations for FY 2004 through 2008.

Subtitle B: Miscellaneous - (Sec. 421) Directs the Secretary to publish data on incidents and complaints involving passenger and baggage security screening in a manner comparable to other consumer complaint and incident data. Authorizes the Secretary to request the Secretary of Homeland Security to report periodically on the number of security screening complaints received by the Department of Homeland Security (DHS).

(Sec. 422) Authorizes the Secretary to request that air carriers meet with the FAA Administrator to discuss flight reductions at severely congested airports to reduce overscheduling and flight delays during hours of peak operation. Requires the FAA Administrator, beforehand, to establish flight reduction targets for the meeting and notify the attending air carriers of them at least 48 hours before it takes place.

Authorizes an air carrier attending the meeting to make any offer to meet a flight reduction target to the Administrator rather than to another carrier.

(Sec. 423) Directs the FAA Administrator to establish a two-year collaborative decisionmaking pilot program involving two of the most capacity-constrained airports in the Nation with respect to capacity reduction events.

Authorizes the Administrator, upon a determination that a capacity reduction event exists, to authorize domestic and foreign air carriers operating at participating airport to communicate for up to 24 hours with each other concerning changes in their respective flight schedules in order to use air traffic capacity most effectively.

Authorizes the Secretary, unless the Attorney General objects, to exempt from the antitrust laws, solely for such purposes, an domestic or foreign air carrier's activities that are necessary to participate in the pilot program.

Requires the Administrator to determine whether the pilot program has facilitated more effective use of air traffic capacity and the Secretary to determine whether the program has had an adverse effect on airline competition or the availability of air services to communities.

Provides for an extension of the program for two additional years and seven additional airports.

(Sec. 424) Authorizes the Secretary to approve an airport development project grant application for an for a large hub airport or a medium hub airport only if assurances are made that the airport sponsor will inform the Secretary semiannually whether it has been unable to accommodate one or more air carrier requests for access to gates or other facilities.

(Sec. 425) Increases slot exemptions at Ronald Reagan Washington National Airport: (1) from 12 to 24 beyond-perimeter exemptions; and (2) from 12 to 20 within-perimeter exemptions. Repeals the limitation of airports within the perimeter established for civil aircraft operations to medium hub or smaller airports. Increases the number of allocations of within-perimeter exemptions.

Requires the Secretary to establish procedures to ensure that all requests for such exemptions are granted or denied within 90 days after the request is made.

(Sec. 426) Defines commuters, for purposes of aircraft operations at Ronald Reagan Washington National Airport, as aircraft operations using aircraft having a certificated maximum seating capacity of 76 or less.

(Sec. 427) Declares the sense of Congress that each U.S. air carrier should: (1) establish for all members of the Armed Forces on active duty reduced air fares comparable to the lowest airfare for ticketed flights; and (2) offer flexible terms allowing them to purchase, modify, or cancel tickets without time restrictions, fees, and penalties.

(Sec. 428) Amends the Aviation and Transportation Security Act to extend through 36 months after its enactment (on November 19, 2001) the requirement that an air carrier providing scheduled air transportation on a route honor tickets of passengers on a flight which another air carrier has suspended, interrupted, or discontinued by reason of insolvency or bankruptcy.

Title V: Aviation Safety - (Sec. 501) Prohibits the FAA Administrator from issuing a safety certificate to any person whose certificate is revoked for counterfeit or fraudulently represented aviation parts offenses.

(Sec. 502) Declares that an airport owner or operator in Alaska shall not be required to reduce the length of a runway or declare it to be less than the actual pavement length in order to meet FAA runway safety area standards.

Directs the Secretary to study and report to specified congressional committees on runways at airports in States other than Alaska to: (1) determine which airports are affected by FAA runway safety area standards; and (2) assess how operations at those airports would be affected if the airport owner or operator is required to reduce the runway length or declare it to be less than the actual pavement length in order to meet such standards.

(Sec. 503) Increases the maximum civil penalties for certain violations of Federal aviation law from $1,000 to $25,000 ($1,100 for an individual or small business). Increases to $10,000 the civil penalties for individuals or small businesses for certain other offenses related to: (1) the transportation of hazardous material; (2) the registration or recordation of an aircraft not used to provide air transportation; (3) the limitation on construction or establishment of landfills; (4) the safe disposal of life-limited aircraft parts; or (5) discrimination. Limits the civil penalty for individuals or small businesses, however, to: (1) $5,000 for violations of air service termination notice requirements; and (2) $2,500 per violation for unfair and deceptive practices and unfair methods of competition.

Increases the amounts in controversy of civil penalty collection actions over which U.S. district courts have exclusive jurisdiction.

(Sec. 504) Directs the FAA Administrator to ensure that Federal training standards for airframe and powerplant mechanics are updated and revised to include curriculum adjustments necessary to more accurately reflect current technology and maintenance practices.

(Sec. 505) Directs the FAA Administrator to arrange with the National Research Council to assess and report to specified congressional committees on the proposed FAA wake turbulence research and development program. Authorizes appropriations.

(Sec. 506) Directs the Comptroller General to study and report to specified congressional committees on the training of FAA aviation safety inspectors.

Declares the sense of the House of Representatives that: (1) FAA inspectors should be encouraged to take the most up-to-date initial and recurrent training on the latest aviation technologies; (2) FAA inspector training should have a direct relation to an individual's job requirements; and (3) if possible, a FAA inspector should be allowed to take training at the location most convenient for the inspector.

Directs the FAA Administrator to arrange for the National Academy of Sciences to study and report to Congress on FAA assumptions and methods used to estimate staffing standards for FAA inspectors to ensure proper oversight over the aviation industry, including the designee program.

(Sec. 507) Directs the FAA Administrator to transmit to specified congressional committees a plan containing an implementation schedule for addressing problems with the air transportation oversight system identified in reports by the Comptroller General and the DOT Inspector General.

Title VI: Aviation Security - (Sec. 601) Amends Federal aviation law to direct the FAA Administrator to issue an order amending, modifying, suspending, or revoking any part of an aviation certificate if the Administrator is notified by the Under Secretary for Border and Transportation Security of DHS that the certificate holder poses, or is suspected of posing, a risk of air piracy or terrorism or a threat to airline or passenger safety. Prescribes requirements for review of such an order that adversely affects an individual U.S. citizen, including requirements for use at a hearing of an unclassified summary of classified evidence upon which the order was based.

(Sec. 602) Requires the FAA Administrator to report every 60 days to specified congressional committees an explanation of the need of any Air Defense Identification Zone (ADIZ) the Administrator establishes, until the ADIZ is rescinded. Defines an ADIZ as a zone established by the Administrator with respect to airspace under 18,000 feet in approximately a 15- to 38-mile radius around Washington, District of Columbia, for which security measures are extended beyond the existing 15-mile no-fly zone around Washington, and in which general aviation aircraft are required to adhere to certain procedures.

Requires such reports to describe any changes in procedures or requirements that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers.

(Sec. 603) Amends Federal aviation law to revise requirements for an air carrier's training program to prepare flight and cabin crew members for potential threat conditions.

Directs the Under Secretary of Transportation for Security to: (1) monitor such programs and review them periodically to ensure that they are adequately preparing crew members for potential threat conditions; and (2) develop and provide a voluntary advanced self-defense training program for flight and cabin crew members, for which they shall neither be paid compensation nor charged a fee.

(Sec. 604) Directs the DHS Secretary to study report to specified congressional committees on the effectiveness of the aviation security system, including the air marshal program, hardening of cockpit doors, and security screening of passengers, checked baggage, and cargo.

(Sec. 605) Authorizes the DHS Under Secretary for Border and Transportation Security (BTS) to make grants to airport sponsors for projects to: (1) replace baggage conveyer systems related to aviation security; (2) reconfigure terminal baggage areas as needed to install explosive detection systems; (3) enable the Under Secretary to deploy explosive detection systems behind the ticket counter, in the baggage sorting area, or in line with the baggage handling system; and (4) make other airport security capital improvements.

Declares that the Federal share of project costs shall be 90 percent for a project at a medium or large hub airport and 95 percent at any other airport.

Establishes within DHS the Aviation Security Capital Fund, whose first $250 million deposit shall be derived from passenger security service fees received in each of FY 2004 through 2007. Requires Under Secretary to impose such fee so as to collect at least that amount in each of such fiscal years. Prescribes requirements for mandatory allocation of $125 million per fiscal year to large, medium, and small hub and nonhub airports. Authorizes the use of another $125 million for discretionary grants.

Authorizes the appropriations of $250 million for each of FY 2004 through 2007. Requires half of annual appropriations to go for mandatory and half for discretionary grants.

(Sec. 606) Directs the Under Secretary for BTS to implement an aviation security program for charter air carriers (except armed forces charters) with a maximum certificated takeoff weight of more than 12,500 pounds.

Requires the Secretary of Defense to establish security procedures relating to the operation of aircraft when employed to provide charter transportation to members of the armed forces to or from an airport.

(Sec. 607) Prohibits the Under Secretary for BTS from implementing, on other than a test basis, the computer assisted passenger prescreening system (CAPPS2) until the Under Secretary certifies to Congress that (1) a procedure is established enabling airline passengers, who are delayed or prohibited from boarding a flight because CAPPS2 determined that they might pose a security threat, to appeal such determination and correct information contained in CAPPS2; (2) the error rate of the Government and private data bases that will be used to both establish identity and assign a risk level to a passenger under CAPPS2 will not produce a large number of false positives that will result in a significant number of passengers being mistaken as a security threat; (3) the Under Secretary has demonstrated the efficacy and accuracy of all search tools in CAPPS2 and has demonstrated that it can make an accurate predictive assessment of those passengers who would constitute a security threat; (4) the DHS Secretary has established an internal oversight board to oversee and monitor the manner in which CAPPS2 is being implemented; (5) the Under Secretary has built in sufficient operational safeguards to reduce the opportunities for abuse; (6) substantial security measures are in place to protect CAPPS2 from unauthorized access by hackers or other intruders; (7) the Under Secretary has adopted policies establishing effective oversight of the use and operation of the system; and (8) there are no specific privacy concerns with the technological architecture of the system.

Requires the Comptroller General to report to specified congressional committees on the impact of CAPPS2 on such issues as well as on privacy and civil liberties, with any recommendations for practices, procedures, regulations, or legislation to eliminate or minimize adverse effect of CAPPS2 on privacy, discrimination, and other civil liberties.

(Sec. 608) Directs the DHS Secretary to report to specified congressional committees on the potential impact of CAPPS2 on the privacy and civil liberties of U.S. citizens.

(Sec. 609) Declares the sense of Congress that members of a flight deck crew of a cargo aircraft should be armed with a firearm or taser to defend the cargo aircraft against an attack by terrorists that could result in the use of the aircraft as a weapon of mass destruction or for other terrorist purposes.

Amends Federal aviation law regarding the Federal flight deck officer program to extend its application to all air transportation, including all-cargo air transportation. (Currently, the program is limited to passenger air transportation.)

(Sec. 610) Amends the Transportation and Related Agencies Appropriation Act, 2003 to repeal the cap on the Transportation Security Administration (TSA) staffing level.

(Sec. 611) Directs the FAA Administrator to transmit to specified congressional committees a plan containing an implementation schedule to strengthen oversight of domestic and foreign repair stations and ensure that foreign repair stations certified by the Administrator are subject to an equivalent level of safety, oversight, and quality control as those located in the United States.

Amends Federal aviation law to direct the Under Secretary for BTS to: (1) complete a security review and audit of foreign repair stations certified by the FAA Administrator that work on air carrier aircraft and components; (2) require a foreign repair station to address security issues and vulnerabilities identified in a security audit; and (3) notify the Administrator that a deficiency was identified in such security audit. Requires the Administrator to give audit priority to foreign repair stations located in countries identified by the Government as posing the most significant security risks.

Requires the FAA Administrator to suspend the certification of the repair station until effective security measures are carried out, if, after a 90-day period following notification to the station of identified security issues and vulnerabilities, the Under Secretary determines that the foreign repair station does not maintain and carry out effective security measures. Requires immediate revocation of a certificate if the Under Secretary determines that a foreign repair station poses an immediate security risk. Requires the Under Secretary to establish procedures for appealing a certificate revocation.

Prohibits the FAA Administrator from certifying any foreign repair station until all currently required audits are completed for existing stations.

Requires the Under Secretary to report an explanation and an issuance schedule to specified congressional committees if final regulations to ensure the security of foreign and domestic aircraft repair stations are not issued before a specified deadline.

(Sec. 612) Amends Federal aviation law to revise waiting period requirements for flight training (including in-flight, simulator, or any other form of training) of aliens or any individuals specified by the Under Secretary of Transportation for Security. Limits the meaning of flight training to training received from an instructor in an aircraft or aircraft simulator, excluding recurrent training, ground training, or demonstration flights for marketing purposes.

Applies the requirements to any flight instructor, pilot school, aviation training center, or person subject to certain related regulations. Specifies information about the alien or other individual specified by the DHS Secretary (instead of the Under Secretary of Transportation for Security) that must be reported to the DHS Secretary (currently, the Attorney General). Reduces the waiting period from 45 days to 30.

Requires an expedited waiting period of only five days for an alien who: (1) holds an airman's certification of a foreign country recognized by a U.S. agency, including a military agency, that permits an individual to operate a multi-engine aircraft with a certificated takeoff weight of more than 12,500 pou

Actions Timeline

- **Dec 12, 2003:** Signed by President.
- **Dec 12, 2003:** Signed by President.
- **Dec 12, 2003:** Became Public Law No: 108-176.
- **Dec 12, 2003:** Became Public Law No: 108-176.
- **Dec 2, 2003:** Presented to President.
- **Dec 2, 2003:** Presented to President.
- **Nov 21, 2003:** Conference report considered in Senate. (consideration: CR S15385-15390)
- **Nov 21, 2003:** Motion by Senator Frist to reconsider the vote by which cloture on the conference report was not invoked (Roll Call Vote No. 453) was withdrawn in Senate by Unanimous Consent.
- **Nov 21, 2003:** Conference report agreed to in Senate: Senate agreed to conference report by Unanimous Consent.
- **Nov 21, 2003:** Senate agreed to conference report by Unanimous Consent.
- **Nov 21, 2003:** Message on Senate action sent to the House.
- **Nov 17, 2003:** Conference report considered in Senate. (consideration: CR S14940-14952)
- **Nov 17, 2003:** Cloture not invoked in Senate by Yea-Nay Vote. 45 - 43. Record Vote Number: 453.
- **Nov 17, 2003:** Motion by Senator Frist to reconsider the vote by which cloture on the conference report was not invoked (Roll Call Vote No. 453) was entered in Senate by Unanimous Consent.
- **Nov 14, 2003:** Conference report considered in Senate. (consideration: CR S14858)
- **Nov 14, 2003:** Cloture motion on the conference report to accompany H.R. 2115 presented in Senate.
- **Oct 30, 2003:** Rule H. Res. 422 passed House.
- **Oct 30, 2003:** Mr. Mica brought up conference report H. Rept. 108-334 for consideration under the provisions of H. Res. 422. (consideration: CR H10163-10170, CR 10/31/2003 H10176-10189)
- **Oct 30, 2003:** DEBATE - The House proceeded with one hour of debate on the conference report to accompany H.R. 2115.
- **Oct 30, 2003:** DEBATE - The House continued with debate on the conference report to accompany H.R. 2115.
- **Oct 30, 2003:** DEBATE - The House resumed debate on the conference report to accompany H.R. 2115.
- **Oct 30, 2003:** The previous question was ordered without objection.
- **Oct 30, 2003:** Mr. Oberstar moved to recommit with instructions to the conference committee. (consideration: CR 10/31/2003 H10187-10188; text: CR 10/31/2003 H10187-10188)
- **Oct 30, 2003:** The previous question on the motion to recommit with instructions to conference committee was ordered without objection.
- **Oct 30, 2003:** On motion to recommit with instructions to conference committee Failed by the Yeas and Nays: 197 - 219 (Roll no. 591).
- **Oct 30, 2003:** Conference report agreed to in House: On agreeing to the conference report Agreed to by recorded vote: 211 - 207 (Roll no. 592).
- **Oct 30, 2003:** On agreeing to the conference report Agreed to by recorded vote: 211 - 207 (Roll no. 592).
- **Oct 30, 2003:** Motions to reconsider laid on the table Agreed to without objection.
- **Oct 30, 2003:** Conference papers: and message on House action held at the desk in Senate.
- **Oct 29, 2003:** Conference report filed: Conference report H. Rept. 108-334 filed.(text of conference report: CR H10008-10054)
- **Oct 29, 2003:** Conference report H. Rept. 108-334 filed. (text of conference report: CR H10008-10054)
- **Oct 29, 2003:** Conference papers: Senate report and manager's statement held at the desk in Senate.
- **Oct 29, 2003:** Rules Committee Resolution H. Res. 422 Reported to House. Rule provides for consideration of the conference report to H.R. 2115. All points of order against the conference report and against its consideration are waived. The conference report shall be considered as read when called up for consideration.
- **Oct 28, 2003:** Rule H. Res. 377 passed House.
- **Oct 28, 2003:** House recommitted conference report pursuant to H. Res. 377.
- **Sep 24, 2003:** Rules Committee Resolution H. Res. 377 Reported to House. Upon the adoption of this resolution, the conference report to accompany H.R. 2115 is hereby recommitted to the committee of conference.
- **Jul 28, 2003:** Conference papers: Senate report and manager's statement held at the desk in Senate.
- **Jul 25, 2003:** Conference committee actions: Conferees agreed to file conference report.
- **Jul 25, 2003:** Conferees agreed to file conference report.

Jul 25, 2003: Conference report filed: Conference report H. Rept. 108-240 filed.(text of conference report: CR H7718-7764)

- **Jul 25, 2003:** Conference report H. Rept. 108-240 filed. (text of conference report: CR H7718-7764)
- **Jul 24, 2003:** Conference committee actions: Conference held.
- **Jul 24, 2003:** Conference held.
- **Jul 15, 2003:** Mr. Mica asked unanimous consent that the House disagree to the Senate amendment, and agree to a conference.
- **Jul 15, 2003:** On motion that the House disagree to the Senate amendment, and agree to a conference Agreed to without objection. (consideration: CR H6825-6826)
- **Jul 15, 2003:** Mr. DeFazio moved that the House instruct conferees.
- **Jul 15, 2003:** DEBATE - The House proceeded with one hour of debate on the DeFazio motion to instruct conferees. The instructions contained in the motion seek to require the managers on the part of the House to insist upon a total level of funding of not less than $59 billion for fiscal years 2004 through 2007 for programs authorized pursuant to secs. 101 through 103 of the bill.
- **Jul 15, 2003:** The previous question was ordered without objection.
- **Jul 15, 2003:** On motion that the House instruct conferees Agreed to by voice vote.
- **Jul 15, 2003:** Motion to reconsider laid on the table Agreed to without objection.
- **Jul 15, 2003:** The Speaker appointed conferees - from the Committee on Transportation and Infrastructure for consideration of the House bill and the Senate amendment, and modifications committed to conference: Young (AK), Mica, Ehlers, Hayes, Rehberg, Isakson, Oberstar, DeFazio, Boswell, and Holden.
- **Jul 15, 2003:** The Speaker appointed conferees - from the Committee on Energy and Commerce for consideration of sec. 521 of the House bill and sec. 508 of the Senate amendment, and modifications committed to conference: Tauzin, Barton (TX), and Dingell.
- **Jul 15, 2003:** The Speaker appointed conferees - from the Committee on Government Reform for consideration of secs. 404 and 438 of the House bill and sec. 108 of the Senate amendment, and modifications committed to conference: Davis, Tom, Shays, and Waxman.
- **Jul 15, 2003:** The Speaker appointed conferees - from the Committee on the Judiciary for consideration of secs. 106, 301, 405, 505 and 507 of the Senate amendment, and modifications committed to conference: Sensenbrenner, Coble, and Conyers.
- **Jul 15, 2003:** The Speaker appointed conferees - from the Committee on Resources for consideration of secs. 204 and 409 of the House bill and sec. 201 of the Senate amendment, and modifications committed to conference: Pombo, Gibbons, and Rahall.
- **Jul 15, 2003:** The Speaker appointed conferees Provided that Mr. Renzi is appointed in lieu of Mr. Pombo for consideration of sec. 409 of the House bill, and modifications committed to conference.
- **Jul 15, 2003:** The Speaker appointed conferees - from the Committee on Science for consideration of sec. 102 of the House bill and secs. 102, 104, 621, 622, 641, 642, 661, 662, 663, 667, and 669 of the Senate amendment, and modifications committed to conference: Boehlert, Rohrabacher, and Costello.
- **Jul 15, 2003:** The Speaker appointed conferees - from the Committee on Ways and Means for consideration of title VI of the House bill and title VII of the Senate amendment, and modifications committed to conference: Thomas, Camp, and Rangel.
- **Jun 16, 2003:** Message on Senate action sent to the House.
- **Jun 12, 2003:** Received in the Senate. Read twice. Placed on Senate Legislative Calendar under General Orders. Calendar No. 134.
- **Jun 12, 2003:** Measure laid before Senate by unanimous consent. (consideration: CR S7820)
- **Jun 12, 2003:** Senate struck all after the Enacting Clause and substituted the language of S.824 amended.
- **Jun 12, 2003:** Passed/agreed to in Senate: Passed Senate with an amendment by Yea-Nay Vote. 94 - 0. Record Vote Number: 225.(text: CR 6/13/2003 S7884-7902)
- **Jun 12, 2003:** Passed Senate with an amendment by Yea-Nay Vote. 94 - 0. Record Vote Number: 225. (text: CR 6/13/2003 S7884-7902)
- **Jun 12, 2003:** Senate insists on its amendment, asks for a conference, appoints conferees McCain; Stevens; Burns; Lott; Hutchison; Hollings; Inouye; Rockefeller; Breaux.
- **Jun 12, 2003:** See also S.824.
- **Jun 11, 2003:** Rule H. Res. 265 passed House.
- **Jun 11, 2003:** ORDER OF PROCEDURE - Mr. Mica asked unanimous consent that during consideration of H.R. 2115 in

the Committee of the Whole pursuant to H. Res. 265, the amendment numbered 5 printed in House Report 108-146 be considered first and out of order. Agreed to without objection.

- **Jun 11, 2003:** Considered under the provisions of rule H. Res. 265. (consideration: CR H5201-5239)
- **Jun 11, 2003:** Rule provides for consideration of H.R. 2115 with 1 hour of general debate. Previous question shall be considered as ordered without intervening motions except motion to recommit with or without instructions. All points of order against the bill are waived. It shall be in order to consider as an original bill for the purpose of amendment under the five-minute rule the amendment in the nature of a substitute recommended by the Committee on Transportation and Infrastructure now printed in the bill, as modified by the amendment printed in part A of the report of the Committee on Rules accompanying this resolution. Measure will be considered read. Specified amendments are in order.
- **Jun 11, 2003:** House resolved itself into the Committee of the Whole House on the state of the Union pursuant to H. Res. 265 and Rule XXIII.
- **Jun 11, 2003:** The Speaker designated the Honorable Charles F. Bass to act as Chairman of the Committee.
- **Jun 11, 2003:** GENERAL DEBATE - The Committee of the Whole proceeded with one hour of general debate on H.R. 2115.
- **Jun 11, 2003:** DEBATE - Pursuant to H. Res. 265, the Committee of the Whole proceeded with 10 minutes of debate on the Manzullo amendment.
- **Jun 11, 2003:** POSTPONED VOTE - At the conclusion of debate on the Manzullo amendment, the Chair put the question on adoption of the amendment and by voice vote, announced that the yeas had prevailed. Mr. Manzullo demanded a recorded vote and the Chair postponed further proceedings until later in the legislative day.
- **Jun 11, 2003:** DEBATE - Pursuant to H. Res. 265, the Committee of the Whole proceeded with 20 minutes of debate on the Mica amedment.
- **Jun 11, 2003:** DEBATE - Pursuant to H. Res. 265, the Committee of the Whole proceeded with 10 minutes of debate on the Norton amendment.
- **Jun 11, 2003:** DEBATE - Pursuant to H. Res. 265, the Committee of the Whole proceeded with 10 minutes of debate on the Peterson (PA) amendment.
- **Jun 11, 2003:** DEBATE - Pursuant to H. Res. 265, the Committee of the Whole proceeded with 10 minutes of debate on the Pitts amendment.
- **Jun 11, 2003:** POSTPONED VOTE - At the conclusion of debate on the Pitts amendment, the Chair put the question on adoption of the amendment and by voice vote, announced that the yeas had prevailed. Mr. Mica demanded a recorded vote and the Chair postponed further proceedings until later in the legislative day.
- **Jun 11, 2003:** The House rose from the Committee of the Whole House on the state of the Union to report H.R. 2115.
- **Jun 11, 2003:** Passed/agreed to in House: On passage Passed by the Yeas and Nays: 418 - 8 (Roll no. 264).
- **Jun 11, 2003:** On passage Passed by the Yeas and Nays: 418 - 8 (Roll no. 264).
- **Jun 11, 2003:** The Clerk was authorized to correct section numbers, punctuation, and cross references, and to make other necessary technical and conforming corrections in the engrossment of H.R. 2115.
- **Jun 11, 2003:** Motion to reconsider laid on the table Agreed to without objection.
- **Jun 10, 2003:** Rules Committee Resolution H. Res. 265 Reported to House. Rule provides for consideration of H.R. 2115 with 1 hour of general debate. Previous question shall be considered as ordered without intervening motions except motion to recommit with or without instructions. All points of order against the bill are waived. It shall be in order to consider as an original bill for the purpose of amendment under the five-minute rule the amendment in the nature of a substitute recommended by the Committee on Transportation and Infrastructure now printed in the bill, as modified by the amendment printed in part A of the report of the Committee on Rules accompanying this resolution. Measure will be considered read. Specified amendments are in order.
- **Jun 6, 2003:** Reported (Amended) by the Committee on Transportation. H. Rept. 108-143.
- **Jun 6, 2003:** Reported (Amended) by the Committee on Transportation. H. Rept. 108-143.
- **Jun 6, 2003:** Placed on the Union Calendar, Calendar No. 72.
- **Jun 5, 2003:** Mr. Mica asked unanimous consent that the Committee on Transportation have until midnight on June 6 to file a report on H.R. 2115. Agreed to without objection.
- **May 21, 2003:** Committee Consideration and Mark-up Session Held.
- **May 21, 2003:** Ordered to be Reported (Amended) by Voice Vote.
- **May 20, 2003:** Subcommittee on Aviation Consideration and Markup Held Prior to Introduction and Referral (May 14, 2003).
- **May 20, 2003:** Referred to Subcommittee on Aviation.
- **May 15, 2003:** Introduced in House

May 15, 2003: Introduced in House
- **May 15, 2003:** Referred to the House Committee on Transportation and Infrastructure.