

HR 302

FAA Reauthorization Act of 2018

Congress: 115 (2017–2019, Ended)

Chamber: House

Policy Area: Transportation and Public Works

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Sponsor

Name: Rep. Guthrie, Brett [R-KY-2]

Party: Republican • **State:** KY • **Chamber:** House

Cosponsors (39 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Abraham, Ralph Lee [R-LA-5]	R · LA		Jan 5, 2017
Rep. Bilirakis, Gus M. [R-FL-12]	R · FL		Jan 5, 2017
Rep. Blackburn, Marsha [R-TN-7]	R · TN		Jan 5, 2017
Rep. Butterfield, G. K. [D-NC-1]	D · NC		Jan 5, 2017
Rep. Carter, Earl L. "Buddy" [R-GA-1]	R · GA		Jan 5, 2017
Rep. Collins, Chris [R-NY-27]	R · NY		Jan 5, 2017
Rep. Conyers, John, Jr. [D-MI-13]	D · MI		Jan 5, 2017
Rep. DelBene, Suzan K. [D-WA-1]	D · WA		Jan 5, 2017
Rep. Duncan, John J., Jr. [R-TN-2]	R · TN		Jan 5, 2017
Rep. Flores, Bill [R-TX-17]	R · TX		Jan 5, 2017
Rep. Griffith, H. Morgan [R-VA-9]	R · VA		Jan 5, 2017
Rep. Hensarling, Jeb [R-TX-5]	R · TX		Jan 5, 2017
Rep. Hice, Jody B. [R-GA-10]	R · GA		Jan 5, 2017
Rep. Issa, Darrell E. [R-CA-49]	R · CA		Jan 5, 2017
Rep. Jenkins, Lynn [R-KS-2]	R · KS		Jan 5, 2017
Rep. Joyce, David P. [R-OH-14]	R · OH		Jan 5, 2017
Rep. Kilmer, Derek [D-WA-6]	D · WA		Jan 5, 2017
Rep. Kinzinger, Adam [R-IL-16]	R · IL		Jan 5, 2017
Rep. Loebsack, David [D-IA-2]	D · IA		Jan 5, 2017
Rep. Lujan Grisham, Michelle [D-NM-1]	D · NM		Jan 5, 2017
Rep. Meehan, Patrick [R-PA-7]	R · PA		Jan 5, 2017
Rep. Mullin, Markwayne [R-OK-2]	R · OK		Jan 5, 2017
Rep. Noem, Kristi L. [R-SD-At Large]	R · SD		Jan 5, 2017
Rep. Perlmutter, Ed [D-CO-7]	D · CO		Jan 5, 2017
Rep. Pittenger, Robert [R-NC-9]	R · NC		Jan 5, 2017
Rep. Richmond, Cedric L. [D-LA-2]	D · LA		Jan 5, 2017
Rep. Roe, David P. [R-TN-1]	R · TN		Jan 5, 2017
Rep. Rooney, Thomas J. [R-FL-17]	R · FL		Jan 5, 2017
Rep. Royce, Edward R. [R-CA-39]	R · CA		Jan 5, 2017
Rep. Ruiz, Raul [D-CA-36]	D · CA		Jan 5, 2017
Rep. Walberg, Tim [R-MI-7]	R · MI		Jan 5, 2017
Rep. Comstock, Barbara [R-VA-10]	R · VA		Jan 9, 2017
Rep. DeFazio, Peter A. [D-OR-4]	D · OR		Jan 9, 2017
Rep. Garamendi, John [D-CA-3]	D · CA		Jan 9, 2017
Rep. Hudson, Richard [R-NC-8]	R · NC		Jan 9, 2017
Rep. Hurd, Will [R-TX-23]	R · TX		Jan 9, 2017
Rep. McSally, Martha [R-AZ-2]	R · AZ		Jan 9, 2017
Rep. Nolan, Richard M. [D-MN-8]	D · MN		Jan 9, 2017
Rep. Walz, Timothy J. [D-MN-1]	D · MN		Jan 9, 2017

Committee Activity

Committee	Chamber	Activity	Date
Energy and Commerce Committee	House	Referred To	Jan 5, 2017
Health, Education, Labor, and Pensions Committee	Senate	Discharged From	Sep 6, 2018

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
115 S 3509	Related bill	Oct 11, 2018: Became Public Law No: 115-268.
115 HR 7043	Related bill	Oct 5, 2018: Referred to the House Committee on Transportation and Infrastructure.
115 HR 7044	Related bill	Oct 5, 2018: Referred to the House Committee on Transportation and Infrastructure.
115 HR 7045	Related bill	Oct 5, 2018: Referred to the House Committee on Transportation and Infrastructure.
115 HRES 1082	Related bill	Sep 26, 2018: Motion to reconsider laid on the table Agreed to without objection.
115 S 3511	Related bill	Sep 26, 2018: Read twice and referred to the Committee on Commerce, Science, and Transportation.
115 S 3512	Related bill	Sep 26, 2018: Read twice and referred to the Committee on Commerce, Science, and Transportation.
115 S 3514	Related bill	Sep 26, 2018: Read twice and referred to the Committee on Commerce, Science, and Transportation.
115 HR 6862	Related bill	Sep 24, 2018: Referred to the House Committee on Education and the Workforce.
115 HR 5869	Related bill	Sep 5, 2018: Received in the Senate and Read twice and referred to the Committee on Homeland Security and Governmental Affairs.
115 HR 6461	Related bill	Sep 5, 2018: Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation.
115 HR 5105	Related bill	Jul 18, 2018: Received in the Senate. Read twice. Placed on Senate Legislative Calendar under General Orders. Calendar No. 522.
115 S 808	Identical bill	Jul 9, 2018: Placed on Senate Legislative Calendar under General Orders. Calendar No. 501.
115 HR 5730	Related bill	Jun 26, 2018: Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation.
115 S 3055	Related bill	Jun 12, 2018: Read twice and referred to the Committee on Homeland Security and Governmental Affairs.
115 HR 6048	Related bill	Jun 8, 2018: Referred to the Subcommittee on Economic Development, Public Buildings and Emergency Management.
115 S 3033	Related bill	Jun 7, 2018: Read twice and referred to the Committee on Homeland Security and Governmental Affairs.
115 HR 5039	Related bill	Feb 16, 2018: Referred to the Subcommittee on Economic Development, Public Buildings and Emergency Management.
115 HR 3176	Related bill	Nov 21, 2017: Placed on the Union Calendar, Calendar No. 310.
115 HR 4102	Related bill	Oct 25, 2017: Referred to the Subcommittee on Aviation.
115 HR 3150	Related bill	Jun 30, 2017: Referred to the Subcommittee on Aviation.
115 HR 1684	Related bill	Jun 27, 2017: Received in the Senate and Read twice and referred to the Committee on Homeland Security and Governmental Affairs.
115 HR 2928	Related bill	Jun 16, 2017: Referred to the Subcommittee on Aviation.
115 HR 1665	Related bill	May 4, 2017: Received in the Senate and Read twice and referred to the Committee on Homeland Security and Governmental Affairs.
115 HR 1678	Related bill	May 4, 2017: Received in the Senate and Read twice and referred to the Committee on Homeland Security and Governmental Affairs.
115 HR 1046	Related bill	Feb 17, 2017: Referred to the Subcommittee on Digital Commerce and Consumer Protection.
115 HR 1183	Related bill	Feb 17, 2017: Referred to the Subcommittee on Economic Development, Public Buildings and Emergency Management.
115 HR 276	Related bill	Feb 1, 2017: Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation.

FAA Reauthorization Act of 2018

DIVISION A--SPORTS MEDICINE LICENSURE

Sports Medicine Licensure Clarity Act of 2018

(Sec. 12) The bill extends the liability insurance coverage of a state-licensed medical professional to another state when the professional provides medical services to an athlete, athletic team, or team staff member pursuant to a written agreement. Prior to providing such services, the medical professional must disclose to the insurer the nature and extent of the services. This extension of coverage does not apply at a health care facility or while a medical professional licensed in the state is transporting the injured individual to a health care facility.

DIVISION B--FAA REAUTHORIZATION ACT OF 2018

(Sec. 101) In this division, the term "appropriate committees of Congress" means the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science, and Transportation.

TITLE I--AUTHORIZATIONS

Subtitle A--Funding of FAA Programs

(Sec. 111) The bill reauthorizes airport planning and development and noise compatibility planning and programs for FY2018-FY2023 at current levels.

(Sec. 112) The bill reauthorizes at increased levels funding from the Airport and Airway Trust Fund for air navigation facilities and equipment for FY2018-FY2023. It also authorizes additional expenditures, including for: (1) the remediation and elimination of identified cybersecurity vulnerabilities in the air traffic control system, (2) the construction of facilities dedicated to improving the cybersecurity of the National Airspace System, and (3) the modernization and digitization of the Civil Aviation Registry.

(Sec. 113) The bill reauthorizes funding for salaries, operations, and maintenance of the Federal Aviation Administration (FAA) at increased levels for FY2018-FY2023. It also authorizes funding for commercial space transportation activities for FY2018-FY2023 and extends the authority to reduce funding for nonsafety-related activities to meet expenses for FAA salaries, operations, and maintenance.

(Sec. 114) The bill reauthorizes the aviation weather reporting programs for FY2019-FY2023.

(Sec. 115) The bill repeals provisions allowing adjustments to Airport Improvement Program (AIP) funding.

(Sec. 116) The bill extends through FY2018 funding for Airport and Airway Trust Fund aviation programs.

(Sec. 117) The bill extends funding through FY2023 for: (1) grants for sponsors of airports in the Marshall Islands, Micronesia, and Palau; (2) compatible land use planning and projects by state and local governments; (3) Midway Island Airport; and (4) the pilot program for redevelopment of airport properties.

Subtitle B--Passenger Facility Charges

(Sec. 121) The bill revises Department of Transportation (DOT) authority to impose passenger facility charges and extends the pilot program for passenger facility charges to nonhub airports.

(Sec. 122) DOT shall provide for a study to assess the infrastructure needs of airports and make recommendations to upgrade the national aviation infrastructure system. The study shall separately evaluate the infrastructure of the large hub airports identified in the National Plan of Integrated Airport Systems.

(Sec. 123) The FAA shall publish in the Federal Register a final policy amendment relating to the eligibility of airport ground access transportation projects for funding under the passenger facility charge program.

Subtitle C--Airport Improvement Program Modifications

(Sec. 131) The bill terminates on October 1, 2023, the authority of DOT to approve an application for an airport development project grant for a large or medium hub airport that requires certain assurances and information from the airport sponsor. The grant requirements do not apply to the construction of recreational aircraft or the use of airport property for a recreational purpose.

(Sec. 132) The bill conditions airport development project grants in FY2021 and thereafter on DOT receiving written assurances that a medium or large hub airport owner or operator will maintain a lactation area in the sterile area of each airport terminal and a baby changing table in one men's and one women's rest room in each passenger terminal.

(Sec. 133) The bill expands provisions relating to the contract tower program, including criteria to evaluate participants in the program and for cost-benefit determinations.

(Sec. 134) The bill revises provisions relating to the federal government's share of aviation project costs.

(Sec. 135) The bill updates criteria for the veterans' preference for carrying out airport development projects.

(Sec. 136) DOT must use highway specifications of a state for airfield pavement construction and improvement using funds made available at nonprimary airports serving aircraft that do not exceed 60,000 gross weight if the state requests the use of such specifications and DOT determines that safety and the life span of the pavement will not be negatively affected.

(Sec. 137) The bill revises eligibility requirements of any current and former military airport for grants to require such airports to be a nonhub primary airport and have been owned by the Department of Defense after December 31, 1965.

(Sec. 138) DOT may include closed circuit TV projects in the airport improvement program.

(Sec. 139) The bill increases the number of states eligible to participate in DOT block grant programs.

(Sec. 140) The bill authorizes the FAA to carry out a pilot program for the installation of qualifying nonmovement area surveillance surface display systems and sensors to improve safety. A "nonmovement area surveillance surface display systems and sensors" means a nonfederal surveillance system that uses on-airport sensors that track vehicles or aircraft that are equipped with transponders in the airfield surface that is not under air traffic control. This authorization expires on October 1, 2023.

(Sec. 142) The FAA shall initiate a study on technology usage at airports.

(Sec. 143) The Government Accountability Office (GAO) shall study: (1) the exception allowing diversion of airport

revenue from payment of capital or operating costs, and (2) the effect of granting an exclusive right of aeronautical services to an airport sponsor.

(Sec. 145) The bill expresses the sense of Congress that the FAA and DOT should produce a smart airports initiative plan that focuses on creating a more consumer-friendly and digitally-connected airport experience.

(Sec. 146) The FAA shall issue a request for a proposal for a study on critical airfield markings.

(Sec. 147) The bill allows an airport to transfer, without consideration, to the FAA an eligible air traffic system or equipment that conforms to performance specifications if a government airport aid program, airport development aid program, or airport improvement project grant was used to assist in purchasing the system or equipment.

The FAA may not require an airport owner or sponsor to provide to the FAA without costs any: (1) building construction, maintenance, utilities, or expenses for services relating to air traffic control, air navigation, or weather reporting; and (2) space in a facility owned by the airport owner or sponsor for services relating to air traffic control, air navigation, or weather reporting.

(Sec. 148) The bill expands conditions for approval of DOT project grant applications to require projects listed as having an unclassified status to be funded by apportionments. The projects must be for the maintenance of the pavement of the primary runway, for obstruction removal and rehabilitation of the primary runway, or for a project DOT considers necessary for the safe operation of the airport.

(Sec. 149) DOT must, in evaluating the master plan of an airport, take into account the role the airport plays with respect to medical emergencies and evacuations and in emergency or disaster preparedness in communities served by the airport.

(Sec. 150) The bill defines "small business concern" for purposes of minority and disadvantaged business participation in aviation grant programs.

(Sec. 151) The special rule under apportionments provisions is revised and made applicable for FY2018-FY2020. Such provisions are expanded to include provisions concerning limitations and waivers and minimum apportionment for commercial service airports with more than 8,000 passenger boardings in a calendar year.

(Sec. 152) DOT may provide grants to an airport sponsor participating in the contract tower program for the construction or improvement of a nonapproach control tower and for the acquisition and installation of air traffic control, communications, and related equipment to be used in that tower.

(Sec. 153) The preferential employment of Indians living on or near a reservation on a project or contract at certain airports is included in nondiscrimination provisions.

(Sec. 154) In making grants to sponsors under small airport fund provisions, DOT shall give priority consideration to mass grading and associated structural support at mountaintop airports, provided that the airport would not otherwise have sufficient surface area for eligible and justified airport development projects or additional hangar space.

(Sec. 155) Certain expired apportioned amounts are added to the DOT discretionary fund, provided certain conditions are met.

(Sec. 156) The FAA, to the extent practicable, shall schedule its review of construction projects so that projects to be

carried out in the 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. 157) The FAA shall ensure that each airport that participates in the airport disadvantaged business enterprise program tracks, and reports to it the number of covered complaints made in relation to activities at that airport. The FAA shall take actions to assess and improve compliance with prompt payment requirements.

(Sec. 158) DOT shall establish a program to provide grants for any purpose for which amounts are made available to carry out airport improvement.

(Sec. 159) A State or its political subdivision may not impose a levy or collect a tax, fee, or charge upon any business located at a commercial service airport that is not generally imposed on sales or services by that State or unless wholly utilized for airport or aeronautical purposes.

(Sec. 160) The pilot program on private ownership of airports is converted into the airport investment partnership program and modified.

(Sec. 161) The FAA shall establish a pilot program at public-use airports to construct and operate remote towers in order to assess their operational benefits.

(Sec. 162) For FY2018-FY2023, the definition of airport development includes the construction of a storage facility to shelter snow removal equipment or aircraft rescue and firefighting equipment that is owned by an airport sponsor and used exclusively to maintain safe airfield operations, up to the facility size necessary to accommodate the types and quantities of equipment prescribed by the FAA, regardless of whether federal funding was used to acquire the equipment.

The definition of "terminal development" includes the development of an airport access road that: (1) is located in a noncontiguous state, (2) is not more than five miles in length, (3) connects to the nearest public roadways of not more than the two closest census designated places, and (4) may provide incidental access to public or private property that is adjacent to the road and is not otherwise connected to a public road.

(Sec. 163) DOT may not, with exceptions, regulate: (1) the acquisition, use, lease, encumbrance, transfer, or disposal of land by an airport owner or operator; (2) any facility upon such land; or (3) any portion of such land or facility.

(Sec. 164) If DOT determines that a commercial service airport with at least 8,000 passenger boardings receives scheduled air carrier service for fewer than six months in the calendar year used to calculate apportionments to airport sponsors in a fiscal year, then DOT shall consider the airport to be a nonhub primary airport for purposes of airport development.

(Sec. 166) The inherently low-emission airport vehicle pilot program and the airport ground support equipment emissions retrofit pilot program are repealed.

(Sec. 167) If DOT determines that it is necessary to waive the requirement for using steel and manufactured goods in projects produced in the United States based on a finding warranting a waiver of such requirement, it shall: (1) make publicly available a detailed written justification of the waiver determination on its website; and (2) provide an informal public notice and comment opportunity on the waiver determination.

Subtitle D--Airport Noise and Environmental Streamlining

(Sec. 171) Cost reimbursements are provided to airport sponsors for airport energy efficiency assessments.

(Sec. 172) The FAA shall initiate a pilot program to permit an operator of a stage 2 aircraft to operate that aircraft in nonrevenue service into not more than four medium hub airports or nonhub airports under certain circumstances.

(Sec. 173) The FAA shall complete the ongoing evaluation of alternative metrics to the current Day Night Level (DNL) 65 standard.

(Sec. 174) Requirements regarding the timing of the submission of noise exposure maps by airport operators are added.

(Sec. 175) When proposing a new area navigation departure procedure, or amending an existing procedure that would direct aircraft between the surface and 6,000 feet above ground level over noise sensitive areas, the FAA shall consider the feasibility of dispersal headings or other lateral track variations to address community noise concerns.

(Sec. 176) The FAA shall complete a review of its community involvement practices for Next Generation Air Transportation System (NextGen) projects located in metroplexes identified by it.

(Sec. 177) DOT shall arrange for the National Research Council to study aviation gasoline.

(Sec. 178) The FAA shall provide a briefing to the appropriate congressional committees on the status of Terminal Sequencing and Spacing (TSAS) implementation across all completed NextGen metroplexes with specific information provided by airlines regarding the adoption and equipping of aircraft and the training of pilots in its use.

(Sec. 179) The FAA shall initiate a study to review and evaluate existing studies and analyses of the relationship between jet aircraft approach and takeoff speeds and corresponding noise impacts on communities surrounding airports.

(Sec. 180) The regional administrator for each FAA region shall designate an individual to be the regional ombudsman for the region. Each regional ombudsman shall serve as a regional liaison with the public on issues regarding aircraft noise, pollution, and safety and make recommendations to the FAA to address concerns raised by the public.

(Sec. 181) The FAA shall: (1) exercise leadership in the creation of federal and international policies relating to the certification and safe and efficient operation of civil supersonic aircraft, (2) issue a notice of proposed rulemaking to revise noise standards to include supersonic aircraft, and (3) issue a notice of proposed rulemaking to modernize the application process for a person applying to operate a civil aircraft at supersonic speeds for the purposes stated in that rule

(Sec. 182) The FAA shall provide notice of, and an opportunity for, at least 60 days of public comment with respect to the regulations concerning the mandatory use of the New York North Shore Helicopter Route.

The FAA shall initiate a review of such regulations that assesses the: (1) noise impacts of the regulations for communities, including communities in locations where aircraft are transitioning to or from a destination or point of landing; (2) enforcement of applicable flight standards, including requirements for helicopters operating on the relevant route to remain at or above 2,500 feet mean sea level; and (3) availability of alternative or supplemental routes to reduce the noise impacts of the regulations, including the institution of an all water route over the Atlantic Ocean.

(Sec. 183) At the request of a state, DOT shall provide technical assistance to the state in developing standards acceptable to DOT for pavement on nonprimary public-use airports in the state.

(Sec. 184) DOT may make grants for an airport participating in the pilot program on private ownership of airports.

(Sec. 185) Certain deed agreements granting through-the-fence access to general aviation airports are grandfathered.

(Sec. 186) The GAO shall review the potential benefits, costs, and other impact that would result from a phaseout of covered stage 3 aircraft. A "covered stage 3 aircraft" means a civil subsonic jet aircraft that is not capable of meeting stage 4 noise levels in the Code of Federal Regulations.

(Sec. 187) The FAA shall conclude its ongoing review of the relationship between aircraft noise exposure and its effects on communities around airports.

(Sec. 188) The FAA shall evaluate alternative metrics to the current average day-night level standard, such as the use of actual noise sampling and other methods, to address community airplane noise concerns.

(Sec. 189) The FAA shall enter into an agreement with an institution of higher education to study the health impacts of noise from aircraft flights on residents exposed to a range of noise levels from such flights.

(Sec. 190) DOT may carry out a pilot program involving not more than six environmental mitigation projects to reduce or mitigate aviation impacts on noise, air quality, or water quality at the airport or within five miles of the airport.

(Sec. 191) DOT shall develop and implement an expedited and coordinated environmental review process for airport capacity enhancement projects at general aviation airport construction or improvement projects.

(Sec. 192) The inherently low-emission airport vehicle pilot program is revised into the zero-emission vehicles and technology pilot program.

TITLE II--FAA SAFETY CERTIFICATION REFORM

Subtitle A--General Provisions

(Sec. 201) The bill sets forth definitions for this title, including "systems safety approach" which means the application of specialized technical and managerial skills to the systematic, forward-looking identification and control of hazards throughout the lifecycle of a project, program, or activity.

(Sec. 202) DOT shall establish a Safety Oversight and Certification Advisory Commission to provide advice to DOT on policy-level issues related to FAA safety oversight and certification programs, including aircraft and flight standards certification processes, risk-based oversight efforts, training programs, and enhancing the global competitiveness of U.S. aviation products and services.

Subtitle B--Aircraft Certification Reform

(Sec. 211) The FAA shall establish performance objectives and apply and track performance metrics for the FAA and the aviation industry relating to aircraft certification.

(Sec. 212) The FAA shall: (1) require a procedures manual that addresses all procedures and limitations regarding the functions to be performed by the organization designation authorization (ODA) holder; (2) delegate fully to the ODA holder each of the functions to be performed as specified in the procedures manual, unless it determines that the public interest and safety of air commerce requires a limitation with respect to one or more of the functions; (3) conduct regular oversight activities; and (4) for each function that is limited work with the ODA holder to develop the ODA holder's capability to execute that function safely and effectively and return to full authority status.

The FAA shall identify, within the FAA Office of Aviation Safety, a centralized policy office to be known as the Organization Designation Authorization Office or the ODA Office to provide oversight and ensure the consistency of the FAA's audit functions under the ODA program across the FAA.

(Sec. 213) The FAA shall convene a multidisciplinary expert review panel to: (1) conduct a survey of ODA holders and ODA program applicants to document and assess FAA certification and oversight activities, and (2) make appropriate recommendations.

(Sec. 214) The FAA shall establish an effective, timely, and milestone-based issue resolution process for type certification activities.

(Sec. 215) The GAO shall initiate a review of the FAA's implementation of the final rule titled "Revision of Airworthiness Standards for Normal, Utility, Acrobatic, and Commuter Category Airplanes."

(Sec. 216) The FAA shall submit to the appropriate congressional committees a report on its progress with respect to: (1) determining what additional model inputs and labor distribution codes are needed to identify ODA oversight staffing needs, (2) developing and implementing system-based evaluation criteria and risk-based tools to aid ODA team members in targeting their oversight activities, (3) developing agreements and processes for sharing resources to ensure adequate oversight of ODA personnel performing certification and inspection work at supplier and company facilities, and (4) ensuring full utilization of ODA authority.

Subtitle C--Flight Standards Reform

(Sec. 221) The FAA shall establish performance objectives and apply and track performance metrics for the FAA and the aviation industry relating to flight standards activities.

(Sec. 222) The FAA shall establish the FAA Task Force on Flight Standards Reform to, among other things, simplify and streamline flight standards regulatory processes.

(Sec. 223) The FAA shall establish a centralized safety guidance database that will: (1) encompass all of the regulatory guidance documents of the FAA Office of Aviation Safety; (2) contain, for each such guidance document, a link to the Code of Federal Regulations provision to which the document relates; and (3) be publicly available in a manner that prevents inappropriate disclosure of proprietary information.

(Sec. 224) The FAA shall establish a Regulatory Consistency Communications Board to establish processes by which FAA personnel and persons regulated by the FAA may submit anonymous regulatory interpretation questions without fear of retaliation.

Subtitle D--Safety Workforce

(Sec. 231) The FAA shall review and revise its safety workforce training strategy to ensure that such strategy, among other things, aligns with an effective risk-based approach to safety oversight and best uses available resources.

(Sec. 232) The GAO shall conduct a review to assess the workforce and training needs of the FAA Office of Aviation Safety in the anticipated budgetary environment.

Subtitle E--International Aviation

(Sec. 241) DOT shall take appropriate actions to, among other things, promote U. S. aerospace-related safety standards

abroad and facilitate and vigorously defend approvals of U. S. aerospace products and services abroad.

(Sec. 242) The FAA may accept an airworthiness directive issued by an aeronautical safety authority of a foreign country, and leverage that authority's regulatory process under certain conditions.

(Sec. 243) To promote U.S. aerospace safety standards, reduce redundant regulatory activity, and facilitate acceptance of FAA design and production approvals abroad, the FAA shall, among other tasks, attain greater expertise in issues related to dispute resolution, intellectual property, and export control laws to better support FAA certification and other aerospace regulatory activities abroad.

(Sec. 244) The FAA may establish and collect a fee from a foreign government or entity for services related to certain certifications, regardless of where the services are provided, if the fee: (1) is established and collected in a manner consistent with aviation safety agreements, and (2) does not exceed the estimated costs of the services.

TITLE III--SAFETY

Subtitle A--General Provisions

(Sec. 302) The FAA, in collaboration with the exclusive bargaining representatives of covered FAA personnel, shall establish an e-learning training pilot program.

(Sec. 303) The FAA shall update its safety critical staffing model to determine the number of aviation safety inspectors that will be needed to fulfill its safety oversight mission. The DOT Inspector General shall conduct an audit of the staffing model.

(Sec. 304) The FAA shall exercise leadership on creating a global approach to improving aircraft tracking by working with foreign counterparts of the FFA, international organizations and fora, and the private sector.

(Sec. 305) The FAA shall initiate an assessment of aircraft data access and retrieval systems for part 121 air carrier aircraft that are used in extended overwater operations to: (1) determine if the systems provide improved access and retrieval of aircraft data and cockpit voice recordings in the event of an aircraft accident, and (2) assess the cost effectiveness of each system assessed.

(Sec. 306) The FAA shall initiate a review of advanced cockpit displays, including heads-up display systems, heads-down display systems employing synthetic vision systems, and enhanced vision systems.

(Sec. 307) The FAA shall evaluate and revise regulations regarding emergency medical equipment, including the contents of first-aid kits, applicable to all certificate holders operating passenger aircraft. In making its evaluation, the FAA must consider whether such equipment meets the emergency medical needs of children and pregnant women.

(Sec. 308) The FAA, in coordination with the National Transportation Safety Board, shall initiate a study of general aviation safety.

(Sec. 309) The FAA shall initiate a Call to Action safety review on airline engine safety in order to bring stakeholders together to share best practices and implement actions to address airline engine safety.

(Sec. 310) It is the sense of Congress that the FAA collaborate with other aviation authorities to advance a global standard for access to air carrier flight decks and redundancy requirements consistent with the flight deck access and redundancy requirements in the United States.

(Sec. 311) The FAA shall: (1) determine, in collaboration with the National Transportation Safety Board and part 135 (title 14, part 135 of the Code of Federal Regulations) industry stakeholders, what additional data should be reported as part of an accident or incident notice to more accurately measure the safety of on demand part 135 aircraft activity, pinpoint safety problems, and form the basis for critical research and analysis of general aviation issues; and (2) provide a briefing to the appropriate congressional committees on such findings.

(Sec. 312) It is the sense of Congress that the pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.

(Sec. 313) The FAA shall carry out a study on the need for the FAA to prescribe conspicuity standards for surface vehicles operating on the airside of the categories of airports that air carriers serve. The study shall cover, at a minimum, one large, medium, and small hub airport.

(Sec. 314) The FAA, in collaboration with helicopter air ambulance industry stakeholders, shall assess the availability of information to the general public related to the location of heliports and helipads used by helicopters providing air ambulance services, including helipads and helipads outside of those listed as part of any existing databases of Airport Master Record (5010) forms.

(Sec. 315) The FAA shall convene an aviation rulemaking committee to review, and develop findings and recommendations regarding, pilot rest and duty rules.

(Sec. 316) The FAA shall report on the National Test Equipment Program of the FAA with a plan to replace obsolete equipment.

(Sec. 317) The bill prohibits any person from operating certain rotorcrafts in U.S. airspace unless the design of the rotorcraft is certified by the FAA to meet specified requirements.

(Sec. 318) *Commercial Balloon Pilot Safety Act of 2018*

The FAA shall revise regulations relating to second-class medical certificates to apply to an operator of an air balloon to the same extent such regulations apply to a pilot flight crewmember of other aircraft.

(Sec. 319) The FAA shall assign to the Aviation Rulemaking Advisory Committee the task of reviewing all regulations and policies related to designated pilot examiners.

(Sec. 320) The bill establishes a presumption that an individual's voluntary report of an operational or maintenance issue related to aviation safety meets the criteria for acceptance as a valid report under the aviation safety action program.

(Sec. 321) The FAA shall conduct an evaluation of providing additional ground based transmitters for Automatic Dependent Surveillance-Broadcasts (ADS-B) to provide a minimum operational network in Alaska along major flight routes.

(Sec. 322) The FAA shall permit an air carrier to operate to a destination with a published approach in a noncontiguous state under instrument flight rules and conduct an instrument approach without a destination Meteorological Aerodrome Report (METAR) if a current Area Forecast, supplemented by noncertified local weather observations is available, and an alternate airport that has a weather report is specified. The operator shall have approved procedures for departure and en route weather evaluation.

(Sec. 323) The FAA shall conduct a review of current safety procedures regarding unoccupied exit rows on a covered aircraft during all stages of flight.

(Sec. 324) The GAO shall study, and report on, FAA enforcement policy.

(Sec. 325) The FAA shall submit to the appropriate congressional committees an annual report on airline safety oversight.

(Sec. 326) The FAA shall establish and make publicly available educational materials for flight attendants, pilots, and aircraft maintenance technicians on how to respond to incidents on board aircraft involving smoke or fumes. The FAA shall issue guidance for flight attendants, pilots, and aircraft maintenance technicians to report incidents of smoke or fumes on board an aircraft operated by a commercial air carrier and with respect to the basis on which commercial air carriers shall report such incidents through the Service Difficulty Reporting System. The FAA shall commission a study by the Airliner Cabin Environment Research Center of Excellence to, among other things, identify and measure the constituents and levels of constituents resulting from bleed air in the cabins of a representative set of commercial aircraft and to assess the potential health effects of such constituents on passengers and cabin and flight deck crew.

(Sec. 327) The FAA shall: (1) identify airports that are currently served by FAA towers with nonradar approach and departure control (type 4 classification in the FAA OPSNET); and (2) develop an implementation plan, which takes into account budgetary and flight volume considerations, to provide an identified airport with approach control radar.

(Sec. 328) The FAA shall submit to the appropriate congressional committees a report on airline and passenger safety, including information the average age of U.S. commercial aircraft and the impact of metal fatigue on aircraft usage and safety.

(Sec. 329) The FAA shall, to the maximum extent possible and consistent with federal law, and based on public input, ensure that regulations, guidance, and policies issued by it are issued in the form of performance-based standards, providing an equal or higher level of safety.

(Sec. 330) The FAA shall submit to the appropriate congressional committees a report that: (1) identifies safety risks associated with power outages at airports caused by weather or other factors, and recommends actions to improve resilience of aviation communication, navigation, and surveillance systems in the event of such outages; and (2) reviews alerting mechanisms, devices, and procedures for enhancing the situational awareness of pilots and air traffic controllers in the event of a failure or an irregularity of runway lights.

(Sec. 331) The DOT Inspector General shall review the FAA's Aviation Safety Information Analysis and Sharing system to assess its efforts and plans to improve the system.

(Sec. 332) The FAA, using the latest version of National Fire Protection Association 403, "Standard for Aircraft Rescue and Fire-Fighting Services at Airports," and in coordination with the Environmental Protection Agency, aircraft manufacturers and airports, shall not require the use of fluorinated chemicals to meet certain acceptable performance standards.

(Sec. 333) DOT shall conform regulations on the air transport of lithium cells and batteries with the lithium cells and battery requirements in the 2015-2016 edition of the International Civil Aviation Organization's (ICAO) Technical Instructions, including revised standards and revisions adopted by the ICAO.

(Sec. 334) The FAA shall submit to the appropriate congressional committees a report on improving runway safety.

(Sec. 335) DOT shall modify the final FAA rule relating to flight attendant duty period limitations and rest requirements in accordance with the requirements of this bill. Air carriers shall submit to the FAA for review and acceptance a fatigue risk management plan for the carrier's flight attendants. The plan must be updated every two years.

(Sec. 336) *Saracini Aviation Safety Act of 2018*

The FAA shall issue an order requiring installation of a secondary cockpit barrier on each new aircraft that is manufactured for delivery to a passenger air carrier.

(Sec. 337) The FAA shall review evacuation certification of transport-category aircraft used in air transportation and recent accidents and incidents in which passengers evacuated such aircraft.

(Sec. 338) It is the sense of Congress that air carriers should have policies and procedures to address sexual misconduct and that perpetrators should be held accountable under the law.

(Sec. 339) The bill increases civil penalties for interference with cabin or flight crew.

(Sec. 339A) The DOT shall establish a National In-Flight Sexual Misconduct Task Force to: (1) review current practices, protocols and requirements of air carriers in responding to allegations of sexual misconduct by passengers onboard aircraft, including training, reporting and data collection; and (2) provide recommendations on training, reporting and data collection regarding allegations of sexual misconduct on passenger airline flights. .

(Sec. 339B) The Department of Justice shall establish a streamlined process to report allegations of sexual misconduct onboard aircraft to law enforcement in a manner that protects the privacy and confidentiality of individuals involved in such allegations.

Subtitle B--Unmanned Aircraft Systems

(Sec. 341) The appropriate committees of Congress are the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science, and Transportation. An "unmanned aircraft" is an aircraft that is operated without the possibility of direct human intervention from within or on the aircraft (i.e., a drone). DOT shall develop a comprehensive plan to safely accelerate the integration of civil unmanned aircraft systems into the national airspace system and shall make available a five-year roadmap for the introduction of civil unmanned aircraft systems into the national airspace system. DOT must update the comprehensive plan.

(Sec. 343) The FAA must carry out and update a program for the use of test ranges to facilitate the safe integration of drones into the national airspace system.

(Sec. 344) DOT must develop a plan to designate permanent areas in the Arctic where drones may operate 24 hours per day for research and commercial purposes.

(Sec. 345) The FAA must adopt safety standards for drones using specified criteria.

(Sec. 346) DOT shall issue guidance regarding the operation of drone to streamline and expedite the process for the issuance of a certificate or waiver, facilitate the capability of public agencies to develop and use test ranges, and provide guidance of an agency's responsibilities when operating a drone without a civil airworthiness certificate issued by the FAA. The FAA may issue guidance regarding the use of public actively tethered unmanned aircraft systems subject to specified requirements.

(Sec. 347) DOT shall use a risk-based approach to determine if certain drones may operate safely in the national airspace system notwithstanding completion of the comprehensive plan or guidance provided by this bill.

(Sec. 348) The FAA must update existing regulations to authorize the carriage of property by drone operators for compensation or hire within the United States.

(Sec. 349) The bill provides an exception from certification requirements for drones flown for recreational purposes and meets other requirements. It also allows the use of drones at institutions of higher education for educational or research purposes.

(Sec. 351) DOT may establish a pilot program to accelerate existing drone integration plans by working to solve technical, regulatory, and policy challenges.

(Sec. 352) The FAA shall publish on its website a representative sample of the safety justifications offered by applicants for waivers and authorizations that have been approved by the FAA, except that any published justification shall not reveal proprietary or commercially sensitive information.

(Sec. 353) It is the sense of Congress that the use of drones by civil and public operators is important in responding to disasters and emergencies. The FAA must develop best practices for the use of drones to respond to a catastrophe, disaster, or other emergency.

(Sec. 354) A drone that is operated underground for mining purposes shall not be subject to FAA regulation or enforcement.

(Sec. 355) The bill includes in the definition of "public aircraft" a drone that is owned and operated, or exclusively leased for at least 90 continuous days by, an Indian Tribal Government.

(Sec. 356) The bill authorizes appropriations for FY2019-FY2023 to the FAA for the Know Before You Fly educational campaign for broadening drone safety awareness.

(Sec. 357) The bill states U.S. policy that the operation of any drone shall be carried out in a manner that protects personal privacy.

(Sec. 358) The GAO must carry out a review of the privacy issues associated with the operation of drones.

(Sec. 359) The FAA must study fire department and emergency service agency use of drones.

(Sec. 360) The GAO shall study, and report on, appropriate fee mechanisms to recover the costs of (1) the regulation and safety oversight of unmanned aircraft and unmanned aircraft systems, and (2) the provision of air navigation services to such systems.

(Sec. 361) The FAA must submit to the appropriate congressional committees a report on which aviation safety requirements should apply to drones engaged in aerial spraying of chemicals for agricultural purposes.

(Sec. 362) The bill expresses the sense of Congress on drone safety.

(Sec. 363) The bill prohibits the operation of a drone that is equipped or armed with a dangerous weapon and imposes a civil fine for violations.

(Sec. 364) The FAA must initiate a review of its process for interagency coordination of Counter-Unmanned Aircraft System (C-UAS) systems and its standards for operating such systems.

(Sec. 365) DOT must streamline deployment of C-UAS systems used to mitigate threats posed by errant or hostile drone operations.

(Sec. 366) The FAA must develop a strategy for outreach to state and local governments on how to identify and respond to public safety threats posed by drones and how to use drones to enhance the effectiveness of law enforcement agencies and first responders.

(Sec. 367) The FAA must determine whether FAA occupations relating to drone technology can be incorporated in its Veterans' Employment Program.

(Sec. 368) DOT must issue guidance for access to special use airspace for drones to assist governmental organizations in conducting law enforcement, emergency response, or other activities.

(Sec. 370) This section expresses the sense of Congress with respect to drone technology.

(Sec. 371) DOT must enter into an agreement with the National Academy of Public Administration to estimate and assess compliance with and the effectiveness of the registration of small drones.

(Sec. 372) The FAA shall establish a pilot program to use remote detection or identification technologies for enforcement actions against drone operators not in compliance with applicable aviation laws.

(Sec. 373) The GAO must study the roles of federal, state, and tribal governments in the regulation and oversight of low-altitude operations of drones in the national airspace system.

(Sec. 374) The FAA, the National Telecommunications and Information Administration, and the Federal Communications Commission must report to specified congressional committees on whether drone operations should be permitted, but not required, to operate on certain spectrums.

(Sec. 375) This section makes a violation of a privacy policy by a drone operator an unfair and deceptive practice under the Federal Trade Commission Act.

(Sec. 376) The FAA shall develop a plan for the implementation of unmanned aircraft systems traffic management services that expand operations beyond visual line of sight, have full operational capability, and ensure the safety and security of all aircraft.

(Sec. 379) The FAA must make available on the DOT website certain information relating to drone operations.

(Sec. 381) The federal criminal code is amended to make it a criminal offense to knowingly and willfully operate a drone with the intent to enter a restricted building or grounds or to operate a drone that interferes with wildfire suppression.

(Sec. 383) The FAA must ensure that technologies to detect and mitigate risks posed by errant or hostile drone operations do not adversely impact or interfere with safe airport operations or the safe and efficient operation of the national airspace system.

(Sec. 384) The bill imposes criminal penalties for unsafe operation of drones or operation of drones in close proximity to airports.

Subtitle C--General Aviation Safety

Fairness for Pilots Act

(Sec. 392) The pilot's bill of rights is revised with respect to the: (1) notification of investigations, and (2) release of investigative reports.

(Sec. 393) Before taking any action to reexamine an airman under provisions on amendments, modifications, suspensions, and revocations of certificates, the FAA shall provide to the airman a reasonable basis for requesting the reexamination; and any information gathered by the FAA that it determines is appropriate to provide, such as the scope and nature of the requested reexamination, that formed the basis for that justification.

(Sec. 394) The FAA may not take any enforcement action against any individual for a violation of a NOTAM (Notice to Airman) until it certifies to the appropriate congressional committees that it has complied with the NOTAM requirements of the Pilot's Bill of Rights. NOTAM requirements are revised.

(Sec. 395) Whenever the FAA receives a written request for a covered flight record from an applicable individual and the covered flight record is not in its possession it shall request the covered flight record from the contract tower or any of its other contractors.

TITLE IV--AIR SERVICE IMPROVEMENTS

Subtitle A--Airline Customer Service Improvements

(Sec. 402) This section requires a review of the exemption necessary to provide and sustain air transportation in American Samoa between the islands of Tutuila and Manu'a.

(Sec. 403) DOT shall issue regulations to prohibit non-flight crew members on an aircraft from engaging in voice communications using a mobile communications device during a flight of that aircraft in scheduled passenger interstate or intrastate air transportation.

(Sec. 404) This section modifies disclosure requirements for the use of insecticides in passenger aircraft.

(Sec. 405) DOT shall periodically evaluate the benefits of using mobile phone applications or other widely used technologies to provide new means for air passengers to communicate complaints.

(Sec. 406) DOT shall study the feasibility of modifying regulations on consumer information on actual flight times.

(Sec. 407) The GAO shall report to Congress and DOT describing: (1) each air carrier's training policy for its employees and contractors regarding racial, ethnic, and religious nondiscrimination; and (2) how frequently an air carrier is required to train new employees and contractors because of turnover in positions that require such training.

(Sec. 408) Each air carrier shall provide training to ticket counter agents, gate agents, and other air carrier workers whose jobs require regular interaction with passengers on recognizing and responding to potential human trafficking victims.

(Sec. 409) Smoking using electronic cigarettes is prohibited on passenger flights.

(Sec. 410) DOT shall study and report on a cost benefit analysis of changing certain baggage reporting requirements.

(Sec. 411) The GAO shall study DOT's enforcement of aviation consumer protection rules.

(Sec. 412) An air carrier shall not deny a passenger the ability to check a stroller at the departure gate if the stroller is being used by a passenger to transport a child traveling on the same flight as the passenger except in instances where the size or weight of the stroller poses a safety or security risk.

(Sec. 413) DOT shall review the categorization of delays and cancellations with respect to air carriers that are required to report such data.

(Sec. 414) DOT shall review the rate at which air carriers change passenger itineraries more than 24 hours before departure, where the new itineraries involve additional stops or depart three hours earlier or later than originally scheduled and compensation or other suitable air transportation is not offered.

(Sec. 415) The authority for the Advisory Committee for Aviation Consumer Protection is extended through FY2023.

(Sec. 416) DOT shall complete an evaluation of the aviation consumer protection portion of DOT's public internet website to identify any changes to the user interface that will improve usability, accessibility, consumer satisfaction, and website performance.

(Sec. 417) It shall be unlawful for any person to place a live animal in an overhead storage compartment of an aircraft.

(Sec. 418) DOT shall establish an advisory committee to review options to improve the disclosure of charges and fees for air medical services, better inform consumers of insurance options for such services, and protect consumers from balance billing.

(Sec. 419) Complaints involving transportation by air ambulance may be made on DOT's consumer complaint toll-free hotline.

(Sec. 420) DOT shall report to Congress on air ambulance oversight.

(Sec. 421) DOT shall promulgate regulations that require covered air carriers to refund to a passenger any ancillary fees paid for services related to air travel that the passenger did not receive, including on the passenger's scheduled flight, on a subsequent replacement itinerary if there has been a rescheduling, or for a flight not taken by the passenger.

(Sec. 422) DOT shall review air carrier policies regarding traveling during pregnancy and may revise regulations to offer advance boarding to a pregnant passenger who requests assistance.

(Sec. 424) DOT shall review aviation consumer complaints that allege a violation of law and pursue enforcement or corrective actions that would be in the public interest. The position of Aviation Consumer Advocate is established in the Aviation Consumer Protection Division of DOT.

(Sec. 425) *Transparency Improvements and Compensation to Keep Every Ticketholder Safe Act of 2018 or the TICKETS Act*

An air carrier may not deny a revenue passenger traveling on a confirmed reservation permission to board, or involuntarily remove that passenger from the aircraft, once a revenue passenger has checked in for the flight prior to the check-in deadline and had the ticket or boarding pass collected or electronically scanned and accepted by the gate agent. Exceptions are allowed for safety, security, or health reasons or for bad behavior of the passenger.

(Sec. 426) The GAO must report to Congress on the availability of lavatories on commercial aircraft and the ability of passengers with disabilities to access them.

(Sec. 427) DOT shall issue a final rule to require large ticket agents to adopt minimum customer service standards.

(Sec. 428) In the event of a widespread disruption, an air carrier shall publish a clear statement indicating whether the carrier will: (1) provide for hotel accommodations; (2) arrange for ground transportation; (3) provide meal vouchers; (4) arrange for air transportation on another air carrier or foreign air carrier to the passenger's destination; and (5) provide for sleeping facilities inside the airport terminal.

(Sec. 429) DOT shall require air carriers to submit a summarized one page document that describes the rights of passengers in air transportation.

Subtitle B--Aviation Consumers With Disabilities

(Sec. 431) GAO shall conduct a study on aviation consumers with disabilities.

(Sec. 432) The Architectural and Transportation Barriers Compliance Board shall conduct a study to determine: (1) the feasibility of in-cabin wheelchair restraint systems; and (2) if feasible, the ways in which individuals with significant disabilities using wheelchairs can be accommodated with in-cabin wheelchair restraint systems.

(Sec. 433) DOT shall develop specific recommendations regarding improvements to wheelchair assistance provided by air carriers and recommendations on how training programs by air carriers can address consumer complaints regarding wheelchair assistance.

(Sec. 434) DOT shall develop an Airline Passengers with Disabilities Bill of Rights to describe the basic protections and responsibilities of air carriers, their employees and contractors, and people with disabilities.

(Sec. 435) The sense of Congress is expressed with regard to equal access for individuals with disabilities.

(Sec. 436) This section allows an increased civil penalty for damage to a passenger's wheelchair or other mobility aid or injury to a passenger with a disability.

(Sec. 437) DOT shall conduct a rulemaking proceeding to define "service animal" for purposes of air transportation and develop minimum standards for what is required for service and emotional support animals carried in aircraft cabins.

(Sec. 438) DOT shall direct the Advisory Committee on the Air Travel Needs of Passengers with Disabilities, established by this bill, to review current regulations with respect to practices for ticketing, pre-flight seat assignments, and stowing of assistive devices for passengers with disabilities.

(Sec. 439) DOT shall establish the Advisory Committee on the Air Travel Needs of Passengers with Disabilities to assess access barriers, recommend consumer protection improvements, and conduct other activities relating to air travel for passengers with disabilities.

(Sec. 440) DOT shall review regulations to: (1) ensure that passengers with disabilities who request assistance while traveling in air transportation receive dignified, timely, and effective assistance at airports and on aircraft from trained personnel; and (2) ensure that training for air carrier personnel for assisting persons with disabilities occurs on an annual schedule and includes hands-on training for employees who physically lift passengers with disabilities.

(Sec. 441) The compliance date of the final rule, dated November 2, 2016, on the reporting of data for mishandled baggage and wheelchairs, shall be effective not later than 60 days after the enactment of this bill.

Subtitle C--Small Community Air Service

(Sec. 451) The Essential Air Service program is reauthorized through FY2023.

(Sec. 452) The GAO shall conduct a study on the effects of various federal laws enacted after 2010 on the Essential Air Service program.

(Sec. 453) The program for air transportation to noneligible places expires two years after the enactment of this bill.

(Sec. 454) DOT shall conduct and complete a review of orders issued by it from 2005 through the date of enactment of this bill to determine whether the carriers providing unsubsidized service provided basic essential air service, and whether DOT conducted sufficient oversight of carriers providing unsubsidized service to ensure air service quality and community satisfaction.

(Sec. 455) This section modifies the criteria for participation in the Small Community Air Service Development Program and reauthorizes such program through FY2023.

(Sec. 456) DOT may waive certain requirements with respect to basic essential air service.

(Sec. 457) The final order under the Vision 100-Century of Aviation Reauthorization Act which established mileage adjustment eligibility is extended through FY2023.

(Sec. 458) DOT may waive application of the subsidy-per-passenger cap if it finds that the subsidy for a fiscal year is lower than for any of the three previous fiscal years.

TITLE V--MISCELLANEOUS

(Sec. 502) Various provisions are outlined with respect to aviation law, including those concerned with: (1) a report on air traffic control modernization; (2) a return on investment report; (3) air traffic control operational contingency plans; (4) an ADS-B Out mandate plan; (5) securing aircraft avionics systems; (6) recognition of human factors in early design phases of all relevant NextGen programs; (7) programmatic risk management; (8) review of strategic cybersecurity plans; (9) consolidation and realignment of services and facilities; (10) review and reform; (11) air shows; (12) part 91 review, reform, and streamlining; (13) aircraft leasing; (14) pilots sharing flight expenses with passengers; (15) Terminal Aerodrome Forecast; (16) public aircraft eligibility for logging flight times; (17) the Aircraft Registry Office; (18) data transparency; (19) intra-agency coordination; (20) the administrative services franchise fund; (21) automatic dependent surveillance-broadcasts; (22) automatic dependent surveillance-broadcasts; (23) contract weather observers; (24) regions and centers; (25) geosynthetic materials; (26) the National Airmail Museum; (27) a certain agreement between the FAA and the Little Rock Port Authority; (28) a briefing on aircraft diversions from the Los Angeles International Airport to Hawthorne Municipal Airport; (29) temporary flight restrictions; (30) air traffic services at aviation events; (31) application of veteran's preference to the FAA personnel management system; (32) living history flights; (33) FAA's performance management system; (34) the Next Generation Air Transportation System modernization initiative study; (35) allergic reactions study; (36) oxygen mask design study; (37) air cargo study; (38) report on illegal charter flights; (39) use of NASA's super guppy aircraft for commercial transport; (40) prohibited air space assessment; (41) report on multiagency use of airspace environmental review; (42) agency procurement reporting requirements; (43) FAA organizational reform; (44) FAA civil aviation registry upgrade; (45) enhanced air traffic control services; (46) study on

FAA's cybersecurity workforce; (47) treatment of multiyear lessees of large and turbine-powered multiengine aircraft; (48) employee assault prevention and response plans; (49) a study on training of customer-facing air carrier employees; and (50) automated weather observing systems policy.

TITLE VI--AVIATION WORKFORCE

Subtitle A--Youth in Aviation

(Sec. 601) The FAA shall submit to the appropriate congressional committees a report that describes its existing outreach efforts to elementary and secondary students who are interested in careers in science, technology, engineering, art, and mathematics to: (1) prepare and inspire such students for aviation and aeronautical careers, and (2) mitigate an anticipated shortage of pilots and other aviation professionals.

(Sec. 602) The FAA shall establish a Youth Access to American Jobs in Aviation Task Force to develop and submit to it recommendations and strategies for the FAA to, among other things, facilitate and encourage high school students in the United States, beginning in their junior year, to enroll in and complete career and technical education courses that will prepare them to enroll in a course of study related to an aviation career at an institution of higher education.

Subtitle B--Women in Aviation

(Sec. 611) This section expresses the sense of Congress that the aviation industry should explore all opportunities to encourage and support female students and aviators to pursue a career in aviation.

(Sec. 612) To encourage women and girls to enter the field of aviation, the FAA shall create and facilitate the Women in Aviation Advisory Board to promote organizations and programs that are providing education, training, mentorship, outreach, and recruitment of women into the aviation industry.

Subtitle C--Future of Aviation Workforce

(Sec. 621) The sense of Congress is expressed with respect to the aviation workforce.

(Sec. 622) The GAO shall initiate a study to: (1) evaluate the current and future supply of individuals in the aviation and aerospace workforce, (2) identify the factors influencing the supply of individuals pursuing a career in the aviation or aerospace industry, and (3) identify methods to increase the future supply of individuals in the aviation and aerospace workforce.

(Sec. 623) It is the sense of Congress that the aviation industry should hire more veterans.

(Sec. 624) The FAA shall issue a final rule to modernize training programs at certain aviation maintenance technician schools.

(Sec. 625) DOT shall establish: (1) a grant program to support the education of future aircraft pilots and the development of the aircraft pilot workforce, and (2) a grant program to support the education and recruitment of aviation maintenance technical workers and the development of the aviation maintenance workforce.

Subtitle D--Unmanned Aircraft Systems Workforce

(Sec. 631) DOT shall establish a process to designate consortia of public, two year institutions of higher education as Community and Technical College Centers of Excellence in Small Unmanned Aircraft System Technology Training.

(Sec. 632) The FAA shall establish a collegiate training initiative program relating to unmanned aircraft systems by making new agreements or continuing existing agreements with institutions of higher education under which the institutions prepare students for careers involving unmanned aircraft systems.

TITLE VII--FLIGHT R&D ACT

Subtitle A--General Provisions

FAA Leadership in Groundbreaking High-Tech Research and Development Act or the FLIGHT R&D Act

(Sec. 703) The bill authorizes appropriations for FY2019-FY2023 for aviation research and development activities.

Subtitle B--FAA Research and Development Organization

(Sec. 711) The FAA shall appoint an Assistant Administrator for Research and Development to be responsible for management and oversight of all the FAA's research and development programs and activities.

(Sec. 712) This sections sets forth modified requirements for the Research Advisory Committee.

Subtitle C--Unmanned Aircraft Systems

(Sec. 721) DOT shall submit to Congress on an annual basis the unmanned aircraft systems (i.e., drones) roadmap.

Subtitle D--Cybersecurity and Responses to Other Threats

(Sec. 731) The FAA shall develop an integrated Cyber Testbed for research, development, evaluation, and validation of air traffic control modernization technologies, before they enter the national airspace system.

(Sec. 732) The National Oceanic and Atmospheric Administration and the FAA shall jointly complete a study on the effect of extreme weather on commercial air travel.

Subtitle E--FAA Research and Development Activities

(Sec. 741) The FAA shall transmit a comprehensive research plan for the certification of new technology into the national airspace system to specified congressional committees.

(Sec. 742) The FAA, in coordination with the National Aeronautics and Space Administration (NASA), shall conduct a review of current and planned research on the use of advanced aircraft technologies, innovative materials, alternative fuels, additive manufacturing, and novel aircraft designs, to increase aircraft fuel efficiency.

(Sec. 743) The FAA shall enter into a cost-sharing cooperative agreement to carry out a program for the development, maturation, and testing of certifiable CLEEN aircraft, engine technologies, and jet fuels for civil subsonic airplanes.

(Sec. 744) The FAA may carry out a program for the research and development of aircraft pavement technologies under which it makes grants to, and enters into cooperative agreements with, institutions of higher education and nonprofit organizations that: (1) research concrete and asphalt airfield pavement technologies that extend the life of airfield pavements; (2) develop and conduct training; (3) provide for demonstration projects; and (4) promote the latest airfield pavement technologies to aid in the development of safer, more cost effective, and more durable airfield pavements.

Subtitle F--Geospatial Data

(Sec. 753) This subtitle provides statutory authority for the Department of the Interior's Federal Geographic Data Committee (FGDC). The bill makes the FGDC the lead entity in the executive branch for the development, implementation, and review of policies, practices, and standards relating to geospatial data. The Secretary of the Interior shall serve as chairperson of the FGDC and the Director of the Office of Management and Budget shall serve as the vice-chairperson.

(Sec. 754) The National Geospatial Advisory Committee is established in Interior to provide advice and recommendations to the FGDC.

(Sec. 755) The section provides statutory authority for the National Spatial Data Infrastructure (NSDI), which must ensure that geospatial data from multiple sources is available and easily integrated to enhance the understanding of the physical and cultural world. The FGDC must prepare a strategic plan for the implementation of the NSDI consistent with national security, national defense, and emergency preparedness preparedness program policies regarding data accessibility.

(Sec. 756) The FGDC shall designate as National Geospatial Data Asset data themes the primary topics and subjects for which the coordinated development, maintenance, and dissemination of geospatial data will benefit the government and the interests of the people of the United States and establish standards for each data theme.

(Sec. 757) Interior must withhold from public disclosure any information that, if disclosed, could be expected to cause damage to the national interest, security, or defense, including information relating to geospatial intelligence data activities.

(Sec. 758) The section provides statutory authority for the FGDC to operate the GeoPlatform, an electronic servi

Actions Timeline

- **Oct 5, 2018:** Signed by President.
- **Oct 5, 2018:** Became Public Law No: 115-254.
- **Oct 4, 2018:** Presented to President.
- **Oct 3, 2018:** Considered by Senate (Message from the House considered). (consideration: CR S6459-6467)
- **Oct 3, 2018:** Resolving differences -- Senate actions: Senate agreed to the House amendment to the Senate amendment to H.R. 302 by Yea-Nay Vote. 93 - 6. Record Vote Number: 220.(CR S6467)
- **Oct 3, 2018:** Senate agreed to the House amendment to the Senate amendment to H.R. 302 by Yea-Nay Vote. 93 - 6. Record Vote Number: 220. (CR S6467)
- **Oct 3, 2018:** Motion by Senator McConnell to concur in the House amendment to the Senate amendment to H.R. 302 with an amendment (SA 4026) was rendered moot when the motion to concur in the House amendment to the Senate amendment to H.R. 302 was agreed to in Senate.
- **Oct 3, 2018:** Message on Senate action sent to the House.
- **Oct 2, 2018:** Considered by Senate (Message from the House considered). (consideration: CR S6417-6428; S6428-6436)
- **Oct 1, 2018:** Considered by Senate (Message from the House considered). (consideration: CR S6408-6416)
- **Oct 1, 2018:** Cloture on the motion to concur in the House amendment to the Senate amendment to H.R. 302 invoked in Senate by Yea-Nay Vote. 90 - 7. Record Vote Number: 219. (CR S6409)
- **Oct 1, 2018:** Motion by Senator McConnell to refer to Senate Committee on Commerce, Science, and Transportation the House message to accompany H.R. 302 with instructions to report back forthwith with the following amendment (SA 4028) fell when cloture was invoked on the motion to concur in the House amendment to the Senate amendment to H.R. 302 in Senate.
- **Sep 28, 2018:** Message on House action received in Senate and at desk: House amendment to Senate amendment.
- **Sep 28, 2018:** Motion to proceed to consideration of measure agreed to in Senate by Voice Vote.
- **Sep 28, 2018:** Measure laid before Senate by motion. (consideration: CR S6398-6399)
- **Sep 28, 2018:** Motion by Senator McConnell to concur in the House amendment to the Senate amendment to H.R. 302 made in Senate.
- **Sep 28, 2018:** Cloture motion on the motion to concur in the House amendment to the Senate amendment to H.R. 302 presented in Senate. (CR S6399)
- **Sep 28, 2018:** Motion by Senator McConnell to concur in the House amendment to the Senate amendment to H.R. 302 with an amendment (SA 4026) made in Senate.
- **Sep 28, 2018:** Motion by Senator McConnell to refer to Senate Committee on Commerce, Science, and Transportation the House message to accompany H.R. 302 with instructions to report back forthwith with the following amendment (SA 4028) made in Senate.
- **Sep 26, 2018:** Resolving differences -- House actions: House agreed to Senate amendment with an amendment pursuant to H.Res. 1082.
- **Sep 26, 2018:** House agreed to Senate amendment with an amendment pursuant to H.Res. 1082.
- **Sep 7, 2018:** Message on Senate action sent to the House.
- **Sep 6, 2018:** Senate Committee on Health, Education, Labor, and Pensions discharged by Unanimous Consent.
- **Sep 6, 2018:** Measure laid before Senate by unanimous consent. (consideration: CR S6104-6105)
- **Sep 6, 2018:** Passed/agreed to in Senate: Passed Senate with an amendment by Unanimous Consent.
- **Sep 6, 2018:** Passed Senate with an amendment by Unanimous Consent.
- **Jan 10, 2017:** Received in the Senate and Read twice and referred to the Committee on Health, Education, Labor, and Pensions.
- **Jan 9, 2017:** Mr. Burgess moved to suspend the rules and pass the bill.
- **Jan 9, 2017:** Considered under suspension of the rules. (consideration: CR H204-206)
- **Jan 9, 2017:** DEBATE - The House proceeded with forty minutes of debate on H.R. 302.
- **Jan 9, 2017:** Passed/agreed to in House: On motion to suspend the rules and pass the bill Agreed to by voice vote.(text: CR H204)
- **Jan 9, 2017:** On motion to suspend the rules and pass the bill Agreed to by voice vote. (text: CR H204)
- **Jan 9, 2017:** Motion to reconsider laid on the table Agreed to without objection.
- **Jan 5, 2017:** Introduced in House

Jan 5, 2017: Referred to the House Committee on Energy and Commerce.