

**AMENDMENT TO H.R. 4**  
**OFFERED BY MR. SHUSTER OF PENNSYLVANIA**

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

1           (b)        **AUTHORIZED        EXPENDITURES.**—Section  
2 48101(c) of title 49, United States Code, is amended—

3                   (1) in the subsection heading by striking “Auto-  
4 mated   Surface   Observation   System/Automated  
5 Weather Observing System Upgrade” and inserting  
6 “Authorized Expenditures”; and

7                   (2) by striking “may be used for the implemen-  
8 tation” and all that follows through the period at  
9 the end and inserting the following: “may be used  
10 for the following:

11                   “(1) The implementation and use of upgrades  
12 to the current automated surface observation sys-  
13 tem/automated weather observing system, if the up-  
14 grade is successfully demonstrated.

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

1           “(3) The remediation and elimination of identi-  
2           fied cybersecurity vulnerabilities in the air traffic  
3           control system.

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

7           “(5) Systems associated with the Data Commu-  
8           nications program.

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

13          “(7) The modernization and digitization of the  
14          Civil Aviation Registry.

15          “(8) The construction of necessary Priority 1  
16          National Airspace System facilities.

17          “(9) Cost-beneficial construction, rehabilitation,  
18          or retrofitting programs designed to reduce Federal  
19          Aviation Administration facility operating costs.”.

Page 8, line 13, strike “\$2,920,000,000” and insert  
“\$3,330,000,000”.

Page 8, line 14, strike “\$2,984,000,000” and insert  
“\$3,398,000,000”.

Page 8, line 15, strike “\$3,049,000,000” and insert “\$3,469,000,000”.

Page 8, line 16, strike “\$3,118,000,000” and insert “\$3,547,000,000”.

Page 8, line 17, strike “\$3,190,000,000” and insert “\$3,624,000,000”.

Page 8, line 18, strike “\$3,263,000,000” and insert “\$3,701,000,000”.

Page 9, line 5, strike “\$10,231,000,000” and insert “\$10,247,000,000”.

Page 9, line 6, strike “\$10,434,000,000” and insert “\$10,486,000,000”.

Page 9, line 7, strike “\$10,639,000,000” and insert “\$10,732,000,000”.

Page 9, line 8, strike “\$10,861,000,000” and insert “\$11,000,000,000”.

Page 9, line 10, strike “\$11,095,000,000” and insert “\$11,269,000,000”.

Page 9, line 12, strike “\$11,329,000,000” and insert “\$11,537,000,000”.

Page 9, after line 13, insert the following:

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

4 “(D) Not more than the following amounts  
5 for commercial space transportation activities:

6 “(i) \$22,587,000 for fiscal year 2018.

7 “(ii) \$33,038,000 for fiscal year 2019.

8 “(iii) \$43,500,000 for fiscal year  
9 2020.

10 “(iv) \$54,970,000 for fiscal year  
11 2021.

12 “(v) \$64,449,000 for fiscal year 2022.

13 “(vi) \$75,938,000 for fiscal year  
14 2023.”.

Page 9, line 14, strike “(b)” and insert “(e)”.

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

15 **SEC. 1\_\_\_\_. SUPPLEMENTAL DISCRETIONARY FUNDS.**

16 Section 47115 of title 49, United States Code, is fur-  
17 ther amended by adding at the end the following:

18 “(j) SUPPLEMENTAL DISCRETIONARY FUNDS.—

19 “(1) IN GENERAL.—The Secretary shall estab-  
20 lish a program to provide grants, subject to the con-  
21 ditions of this subsection, for any purpose for which  
22 amounts are made available under section 48103

1       that the Secretary considers most appropriate to  
2       carry out this subchapter.

3           “(2) TREATMENT OF GRANTS.—

4               “(A) IN GENERAL.—A grant made under  
5       this subsection shall be treated as having been  
6       made pursuant to the Secretary’s authority  
7       under section 47104(a) and from the Sec-  
8       retary’s discretionary fund under subsection (a)  
9       of this section.

10           “(B) EXCEPTION.—Except as otherwise  
11       provided in this subsection, grants made under  
12       this subsection shall not be subject to sub-  
13       section (c), section 47117(e), or any other ap-  
14       portionment formula, special apportionment  
15       category, or minimum percentage set forth in  
16       this chapter.

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

19               “(A) at a nonprimary airport that—

20                   “(i) is classified as a regional, local,  
21                   or basic airport, as determined using the  
22                   Department of Transportation’s most re-  
23                   cently published classification; and

1                   “(ii) is not located within a Metropoli-  
2                   tan Statistical Area (as defined by the Of-  
3                   fice of Management and Budget);

4                   “(B) at a nonhub, small hub, or medium  
5                   hub airport; or

6                   “(C) at an airport receiving an exemption  
7                   under section 47134.

8                   “(4) FEDERAL SHARE.—

9                   “(A) IN GENERAL.—Except as provided in  
10                  subparagraph (B), the Government’s share of  
11                  allowable project costs under this subsection is  
12                  80 percent.

13                 “(B) SUBMISSION.—In applying for a  
14                 grant under this subsection, an airport sponsor  
15                 that proposes a lower Government share of al-  
16                 lowable project costs than the share specified in  
17                 subparagraph (A) shall receive priority com-  
18                 mensurate with the reduction in such share.  
19                 Projects shall receive equal priority consider-  
20                 ation if such project—

21                         “(i) has a proposed Government cost  
22                         share of 50 percent or less; or

23                         “(ii) is at an airport receiving an ex-  
24                         emption under section 47134.

25                   “(5) AUTHORIZATION.—

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

4                   “(i) \$1,020,000,000 for fiscal year  
5                   2019.

6                   “(ii) \$1,041,000,000 for fiscal year  
7                   2020.

8                   “(iii) \$1,064,000,000 for fiscal year  
9                   2021.

10                   “(iv) \$1,087,000,000 for fiscal year  
11                   2022.

12                   “(v) \$1,110,000,000 for fiscal year  
13                   2023.

14           “(B) AVAILABILITY.—Sums authorized to  
15           be appropriated under subparagraph (A) shall  
16           remain available for 2 fiscal years.”.

17 **SEC. 1\_\_\_\_. SAFETY EQUIPMENT.**

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

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

At the end of subtitle A of title III, add the fol-  
lowing:

1 **SEC. 3** \_\_\_\_ . **FAA AND NTSB REVIEW OF GENERAL AVIATION**  
2 **SAFETY.**

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

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

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

12 (A) the number of such accidents;

13 (B) the number of injuries and fatalities,  
14 including with respect to both occupants of air-  
15 craft and individuals on the ground, as a result  
16 of such accidents;

17 (C) the number of such accidents inves-  
18 tigated by the National Transportation Safety  
19 Board;

20 (D) the number of such accidents inves-  
21 tigated by the Federal Aviation Administration;  
22 and

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



1           (2) an assessment of the most common prob-  
2           able cause determinations issued for general aviation  
3           accidents since 2000;

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

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

12          (5) an assessment of the responses of the Fed-  
13          eral Aviation Administration and the general avia-  
14          tion community to the safety recommendations of  
15          the National Transportation Safety Board related to  
16          general aviation accidents since 2000;

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

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

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

24          (c) RECOMMENDATIONS AND ACTIONS TO ADDRESS  
25          GENERAL AVIATION SAFETY.—Based on the results of the

1 study required under subsection (a), the Administrator, in  
2 consultation with the Chairman, shall make such rec-  
3 ommendations, including with respect to regulations and  
4 enforcement activities, as the Administrator considers nec-  
5 essary to—

6 (1) address general aviation safety issues identi-  
7 fied under the study;

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

10 (3) improve the safety of general aviation oper-  
11 ators in the United States.

12 (d) **AUTHORITY.**—Notwithstanding any other provi-  
13 sion of law, the Administrator shall have the authority to  
14 undertake actions to address the recommendations made  
15 under subsection (c).

16 (e) **REPORT.**—Not later than 1 year after the date  
17 of enactment of this Act, the Administrator shall submit  
18 to the Committee on Transportation and Infrastructure  
19 of the House of Representatives and the Committee on  
20 Commerce, Science, and Transportation of the Senate a  
21 report on the results of the study required under sub-  
22 section (a), including the recommendations described in  
23 subsection (c).

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

4 **SEC. 3\_\_\_ . CALL TO ACTION AIRLINE ENGINE SAFETY RE-**  
5 **VIEW.**

6 (a) CALL TO ACTION AIRLINE ENGINE SAFETY RE-  
7 VIEW.—Not later than 90 days after the date of enact-  
8 ment of this Act, the Administrator of the Federal Avia-  
9 tion Administration shall initiate a Call to Action safety  
10 review on airline engine safety in order to bring stake-  
11 holders together to share best practices and implement ac-  
12 tions to address airline engine safety.

13 (b) CONTENTS.—The Call to Action safety review re-  
14 quired pursuant to subsection (a) shall include—

15 (1) a review of Administration regulations,  
16 guidance, and directives related to airline engines  
17 during design and production, including the over-  
18 sight of those processes;

19 (2) a review of Administration regulations,  
20 guidance, and directives related to airline engine op-  
21 eration and maintenance and the oversight of those  
22 processes;

23 (3) a review of reportable accidents and inci-  
24 dents involving airline engines during calendar years  
25 2014 through 2018, including any identified contrib-



1           “(1) operate the aircraft for the purpose of con-  
2           ducting a commercial space transportation support  
3           flight; and

4           “(2) conduct such flight under such certificate  
5           carrying persons or property for compensation or  
6           hire notwithstanding any rule or term of a certificate  
7           issued by the Administrator of the Federal Aviation  
8           Administration that would prohibit flight for com-  
9           pensation or hire.

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

13                 “(1) The aircraft conducting the commercial  
14                 space transportation support flight—

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

18                         “(B) is used only to simulate space flight  
19                         conditions in support of—

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

23                                 “(ii) the testing of hardware to be  
24                                 used in space flight.

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

3           “(A) informs, in writing, any individual  
4 serving as crew of the aircraft that the United  
5 States Government has not certified the aircraft  
6 as safe for carrying crew or passengers prior to  
7 executing any contract or other arrangement to  
8 employ that individual (or, in the case of an in-  
9 dividual already employed as of the date of en-  
10 actment of this section, prior to any commercial  
11 space transportation support flight in which the  
12 individual will participate as crew);

13           “(B) prior to receiving any compensation  
14 for carrying any passengers on the aircraft—

15           “(i) informs, in writing, the pas-  
16 sengers about the risks of the aircraft and  
17 commercial space transportation support  
18 flight, including the safety record for the  
19 operator’s fleet of similar vehicle types and  
20 information sufficient to adequately de-  
21 scribe the safety record for the vehicle type  
22 regardless of operator; and

23           “(ii) informs, in writing, any pas-  
24 senger that the United States Government

1           has not certified the aircraft as safe for  
2           carrying crew or passengers;

3           “(C) provides any passenger an oppor-  
4           tunity to ask questions orally to acquire a bet-  
5           ter understanding of the safety record of the  
6           aircraft and commercial space transportation  
7           support flight; and

8           “(D) obtains written informed consent  
9           from any individual serving as crew and all pas-  
10          sengers of the commercial space transportation  
11          support flight that—

12                 “(i) identifies the specific aircraft the  
13                 consent covers;

14                 “(ii) states that the individual under-  
15                 stands the risk and that the presence of  
16                 the individual on board the aircraft is vol-  
17                 untary; and

18                 “(iii) is signed and dated by the indi-  
19                 vidual.

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

1           “(4) Any other requirements that the Adminis-  
2           trator may prescribe to permit a commercial space  
3           transportation support flight under this section.

4           “(c) RULES OF CONSTRUCTION.—

5           “(1) Section 44711(a)(1) shall not apply to a  
6           person conducting a commercial space transpor-  
7           tation support flight under this section only to the  
8           extent that a term of the experimental certificate  
9           under which the person is operating the aircraft pro-  
10          hibits the carriage of persons or property for com-  
11          pensation or hire.

12          “(2) Nothing in this section shall be construed  
13          to limit the authority of the Administrator to exempt  
14          a person from a regulatory prohibition on the car-  
15          riage of persons or property for compensation or  
16          hire subject to terms and conditions other than  
17          those described in this section.”.

18          (b) CLERICAL AMENDMENT.—The analysis for chap-  
19          ter 447 of title 49, United States Code, as amended by  
20          this Act, is further amended by adding at the end the fol-  
21          lowing:

          “44737. Special rule for certain aircraft operations.”.

          At the end of subtitle B of title III, add the fol-  
          lowing:



1 **SEC. 3\_\_\_ . DEFINITIONS.**

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

4 “(48) ‘counter-UAS system’ means a system or  
5 device capable of lawfully and safely disabling, dis-  
6 rupting, or seizing control of an unmanned aircraft  
7 or unmanned aircraft system.

8 “(49) ‘public unmanned aircraft system’ means  
9 an unmanned aircraft system that meets the quali-  
10 fications and conditions required for operation of a  
11 public aircraft.

12 “(50) ‘small unmanned aircraft’ means an un-  
13 manned aircraft weighing less than 55 pounds, in-  
14 cluding everything that is on board or otherwise at-  
15 tached to the aircraft.

16 “(51) ‘unmanned aircraft’ means an aircraft  
17 that is operated without the possibility of direct  
18 human intervention from within or on the aircraft.

19 “(52) ‘unmanned aircraft system’ means an un-  
20 manned aircraft and associated elements (including  
21 communication links and the components that con-  
22 trol the unmanned aircraft) that are required for the  
23 pilot in command to operate safely and efficiently in  
24 the national airspace system.

25 “(53) ‘UTM’ means an unmanned aircraft traf-  
26 fic management system or service.”.



1 organizations that specialize in providing services to vic-  
2 tims of sexual misconduct, labor organizations that rep-  
3 resent relevant aviation employees, and State and local law  
4 enforcement agencies.

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

- 7 (1) addressing sexual misconduct on flights;
- 8 (2) airline employee training; and
- 9 (3) protocols for law enforcement notification.

10 (c) REPORT.—Not later than 1 year after the date  
11 of enactment of this Act, the working group shall submit  
12 a report describing the best practices developed pursuant  
13 to subsection (b) to the Secretary, the Committee on  
14 Transportation and Infrastructure of the House of Rep-  
15 resentatives, and the Committee on Commerce, Science,  
16 and Transportation of the Senate.

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

At the end of subtitle B of title IV, insert the fol-  
lowing:

1 **SEC. 4** \_\_\_\_ . **AIRLINE PASSENGERS WITH DISABILITIES BILL**  
2 **OF RIGHTS.**

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

6 **“§ 42305. Airline Passengers With Disabilities Bill of**  
7 **Rights**

8 “(a) IN GENERAL.—The Secretary of Transportation  
9 shall develop a document, to be known as the ‘Airline Pas-  
10 sengers With Disabilities Bill of Rights’, that describes in  
11 plain language—

12 “(1) the basic responsibilities of covered car-  
13 riers, including their employees and contractors,  
14 under section 41705; and

15 “(2) the protections of air passengers with dis-  
16 abilities under section 41705.

17 “(b) CONTENT.—In developing the Bill of Rights, the  
18 Secretary shall include, at a minimum, plain language de-  
19 scriptions of responsibilities and protections provided in  
20 law related to—

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

23 “(2) the right of passengers with disabilities to  
24 receive timely assistance, if requested, from properly  
25 trained personnel of covered carriers and their con-  
26 tractors;

1           “(3) the right of passengers with disabilities to  
2           travel with and stow wheelchairs, mobility aids, and  
3           other assistive devices, including necessary medica-  
4           tions and medical supplies;

5           “(4) the right of passengers with disabilities to  
6           receive seating accommodations, if requested, to ac-  
7           commodate a disability;

8           “(5) the right of passengers with disabilities to  
9           speak with a complaint resolution officer or to file  
10          a complaint with a covered carrier or the Depart-  
11          ment of Transportation; and

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

15          “(c) RULE OF CONSTRUCTION.—The development of  
16          the Bill of Rights may not be construed as expanding or  
17          restricting the rights available to passengers with disabili-  
18          ties on the day before the date of enactment of this sec-  
19          tion pursuant to any statute or regulation.

20          “(d) CONSULTATIONS.—In developing the Bill of  
21          Rights, the Secretary shall consult with appropriate stake-  
22          holders, including disability organizations and covered car-  
23          riers.

24          “(e) DISPLAY.—Each covered carrier shall include  
25          the Bill of Rights—

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

3           “(2) in any pre-flight notification or commu-  
4 nication provided to a passenger who alerts the cov-  
5 ered carrier in advance of the need for accommoda-  
6 tions relating to a disability.

7           “(f) TRAINING.—Covered carriers shall submit to the  
8 Secretary plans to ensure that their employees and con-  
9 tractors receive training on the responsibilities and protec-  
10 tions described in the Bill of Rights. The Secretary shall  
11 review such plans to ensure the plans address the matters  
12 described in subsection (b).

13           “(g) DEFINITIONS.—In this section, the following  
14 definitions apply:

15           “(1) BILL OF RIGHTS.—The term ‘Bill of  
16 Rights’ means the ‘Airline Passengers With Disabil-  
17 ities Bill of Rights’ developed under subsection (a).

18           “(2) COVERED CARRIER.—The term ‘covered  
19 carrier’ means an air carrier or foreign air carrier,  
20 as those terms are defined in section 40102(a).”.

21           (b) CLERICAL AMENDMENT.—The analysis for chap-  
22 ter 423 of title 49, United States Code, as amended by  
23 this Act, is further amended by adding at the end the fol-  
24 lowing:

“42305. Airline Passengers With Disabilities Bill of Rights.”.

1 **SEC. 4 \_\_\_\_ . CIVIL PENALTIES RELATING TO HARM TO PAS-**  
2 **SENGERS WITH DISABILITIES.**

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

5 “(7) PENALTIES RELATING TO HARM TO PAS-  
6 SENGERS WITH DISABILITIES.—

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

15 “(i) injury to a passenger with a disability;

16 or

17 “(ii) damage to the passenger’s wheelchair  
18 or other mobility aid.

19 “(B) SEPARATE OFFENCES.—Notwithstanding  
20 paragraph (2), a separate violation of section 41705  
21 occurs for each act of discrimination prohibited by  
22 that section.”.

23 **SEC. 4 \_\_\_\_ . HARMONIZATION OF SERVICE ANIMAL STAND-**  
24 **ARDS.**

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

1 (1) to define the term “service animal” for pur-  
2 poses of air transportation; and

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

6 (b) CONSIDERATIONS.—In conducting the rule-  
7 making under subsection (a), the Secretary shall consider,  
8 at a minimum—

9 (1) whether to align the definition of “service  
10 animal” with the definition of that term in regula-  
11 tions of the Department of Justice implementing the  
12 Americans with Disabilities Act of 1990 (Public Law  
13 101–336);

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

16 (A) whether to require photo identification  
17 for a service animal identifying the type of ani-  
18 mal, the breed of animal, and the service the  
19 animal provides to the passenger;

20 (B) whether to require documentation indi-  
21 cating whether or not a service animal was  
22 trained by the owner or an approved training  
23 organization;

24 (C) whether to require, from a licensed  
25 physician, documentation indicating the miti-



1           gating task or tasks a service animal provides  
2           to its owner; and

3                   (D) whether to allow a passenger to be ac-  
4           companied by more than 1 service animal;

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

7                   (A) whether to require health and vaccina-  
8           tion records for a service animal; and

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

11          (4) the impact additional requirements on serv-  
12          ice animals could have on access to air transpor-  
13          tation for passengers with disabilities; and

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

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

Page 188, strike lines 1 through 15.

Page 188, beginning on line 21, strike “inserting”  
and all that follows through the period at the end and  
insert “inserting ‘\$155,000,000 for fiscal year 2018,  
\$158,000,000 for fiscal year 2019, \$161,000,000 for fis-

cal year 2020, \$165,000,000 for fiscal year 2021, \$168,000,000 for fiscal year 2022, and \$172,000,000 for fiscal year 2023’.”.

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

1 (a) PURPOSE AND INPUT.—Section

Page 197, after line 17, insert the following:

2 (b) MILITARY OPERATIONS EXCLUSION.—Section  
3 804 of the FAA Modernization and Reform Act of 2012  
4 (49 U.S.C. 44501 note) is amended—

5 (1) by redesignating subsection (e) as sub-  
6 section (f); and

7 (2) by inserting after subsection (d) the fol-  
8 lowing:

9 “(e) MILITARY OPERATIONS EXCLUSION.—

10 “(1) IN GENERAL.—The Administrator may not  
11 realign or consolidate a combined TRACON and  
12 tower with radar facility of the FAA under this sec-  
13 tion if, in 2015, the total annual military operations  
14 at the facility comprised at least 40 percent of the  
15 total annual TRACON operations at the facility.

16 “(2) TRACON DEFINED.—In this subsection,  
17 the term ‘TRACON’ means terminal radar approach  
18 control.”.

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

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

Page 244, line 6, strike “44737” and insert “44738”.

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

At the end of title V, add the following:

1 **SEC. 5 \_\_\_\_ . FAA EMPLOYEES IN GUAM.**

2 (a) IN GENERAL.—The Secretary of Transportation  
3 shall enter into an agreement with the Secretary of De-  
4 fense—

5 (1) to allow Federal Aviation Administration  
6 employees assigned to Guam, their spouses, and  
7 their dependent children access to Department of  
8 Defense hospitals located in Guam on a space avail-  
9 able basis; and

10 (2) to provide for payments by the Federal  
11 Aviation Administration to the Department of De-  
12 fense for the administrative costs associated with—

13 (A) enrolling Federal Aviation Administra-  
14 tion employees assigned to Guam, their spouses,

1 and their dependent children in any Depart-  
2 ment of Defense system necessary to allow ac-  
3 cess pursuant to paragraph (1); and

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

11 (b) FUNDS SUBJECT TO APPROPRIATIONS.—Funds  
12 for payments by the Federal Aviation Administration de-  
13 scribed in subsection (a)(2) are subject to the availability  
14 of amounts specifically provided in advance for that pur-  
15 pose in appropriations Acts.

16 **SEC. 5\_\_\_ . CLARIFICATION OF REQUIREMENTS FOR LIVING**  
17 **HISTORY FLIGHTS.**

18 (a) IN GENERAL.—Notwithstanding any other law or  
19 regulation, in administering sections 61.113(c), 91.9,  
20 91.315, 91.319(a)(1), 91.319(a)(2), 119.5(g), and  
21 119.21(a) of title 14, Code of Federal Regulations (or any  
22 successor regulations), the Administrator of the Federal  
23 Aviation Administration shall allow an aircraft owner or  
24 operator to accept monetary or in-kind donations for a

1 flight operated by a living history flight experience pro-  
2 vider, if the aircraft owner or operator has—

3 (1) volunteered to provide such transportation;

4 and

5 (2) notified any individual that will be on the  
6 flight, at the time of inquiry about the flight, that  
7 the flight operation is for charitable purposes and is  
8 not subject to the same requirements as a commer-  
9 cial flight.

10 (b) **CONDITIONS TO ENSURE PUBLIC SAFETY.**—The  
11 Administrator, consistent with current standards of the  
12 Administration for such operations, shall impose minimum  
13 standards with respect to training and flight hours for op-  
14 erations conducted by an owner or operator of an aircraft  
15 providing living history flight experience operations, in-  
16 cluding mandating that the pilot in command of such air-  
17 craft hold a commercial pilot certificate with instrument  
18 rating and be current and qualified with respect to all rat-  
19 ings or authorizations applicable to the specific aircraft  
20 being flown to ensure the safety of flight operations de-  
21 scribed in subsection (a).

22 (c) **LIVING HISTORY FLIGHT EXPERIENCE PRO-**  
23 **VIDER DEFINED.**—In this section, the term “living history  
24 flight experience provider” means an aircraft owner, air-  
25 craft operator, or organization that provides, arranges, or

1 otherwise fosters living history flight experiences for the  
2 purpose of fulfilling its mission.

3 **SEC. 5 \_\_\_\_ . FAA ORGANIZATIONAL REFORM.**

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

7 “(s) CHIEF TECHNOLOGY OFFICER.—

8 “(1) IN GENERAL.—

9 “(A) APPOINTMENT.—There shall be a  
10 Chief Technology Officer appointed by the  
11 Chief Operating Officer, with the approval of  
12 the Secretary. The Chief Technology Officer  
13 shall report directly to the Chief Operating Of-  
14 ficer and shall be subject to the authority of the  
15 Chief Operating Officer.

16 “(B) MINIMUM QUALIFICATIONS.—The  
17 Chief Technology Officer shall have—

18 “(i) at least 10 years experience in en-  
19 gineering management or another relevant  
20 technical management field; and

21 “(ii) knowledge of or experience in the  
22 aviation industry.

23 “(C) REMOVAL.—The Chief Technology  
24 Officer shall serve at the pleasure of the Chief  
25 Operating Officer.

1           “(D) RESTRICTION.—The Chief Tech-  
2           nology Officer may not also be the Deputy Ad-  
3           ministrators.

4           “(2) RESPONSIBILITIES.—The responsibilities  
5           of the Chief Technology Officer shall include—

6           “(A) ensuring the proper operation, main-  
7           tenance, and cybersecurity of technology sys-  
8           tems relating to the air traffic control system  
9           across all program offices of the Administra-  
10          tion;

11          “(B) coordinating the implementation, op-  
12          eration, maintenance, and cybersecurity of tech-  
13          nology programs relating to the air traffic con-  
14          trol system with the aerospace industry and  
15          other Federal agencies;

16          “(C) reviewing and providing advice to the  
17          Secretary, the Administrator, and the Chief Op-  
18          erating Officer on the Administration’s budget,  
19          cost accounting system, and benefit-cost anal-  
20          yses with respect to technology programs relat-  
21          ing to the air traffic control system;

22          “(D) consulting with the Administrator on  
23          the Capital Investment Plan of the Administra-  
24          tion prior to its submission to Congress;

1           “(E) developing an annual air traffic con-  
2           trol system technology operation and mainte-  
3           nance plan that is consistent with the annual  
4           performance targets established under para-  
5           graph (4); and

6           “(F) ensuring that the air traffic control  
7           system architecture remains, to the maximum  
8           extent practicable, flexible enough to incor-  
9           porate future technological advances developed  
10          and directly procured by aircraft operators.

11          “(3) COMPENSATION.—

12                 “(A) IN GENERAL.—The Chief Technology  
13                 Officer shall be paid at an annual rate of basic  
14                 pay to be determined by the Secretary, in con-  
15                 sultation with the Chief Operating Officer. The  
16                 annual rate may not exceed the annual com-  
17                 pensation paid under section 102 of title 3. The  
18                 Chief Technology Officer shall be subject to the  
19                 postemployment provisions of section 207 of  
20                 title 18 as if the position of Chief Technology  
21                 Officer were described in section  
22                 207(c)(2)(A)(i) of that title.

23                 “(B) BONUS.—In addition to the annual  
24                 rate of basic pay authorized by subparagraph  
25                 (A), the Chief Technology Officer may receive a



1 bonus for any calendar year not to exceed 30  
2 percent of the annual rate of basic pay, based  
3 upon the Secretary's evaluation of the Chief  
4 Technology Officer's performance in relation to  
5 the performance targets established under para-  
6 graph (4).

7 “(4) ANNUAL PERFORMANCE TARGETS.—

8 “(A) IN GENERAL.—The Administrator  
9 and the Chief Operating Officer, in consultation  
10 with the Chief Technology Officer, shall estab-  
11 lish measurable annual performance targets for  
12 the Chief Technology Officer in key operational  
13 areas.

14 “(B) REPORT.—The Administrator shall  
15 transmit to the Committee on Transportation  
16 and Infrastructure of the House of Representa-  
17 tives and the Committee on Commerce, Science,  
18 and Transportation of the Senate a report de-  
19 scribing the annual performance targets estab-  
20 lished under subparagraph (A).

21 “(5) ANNUAL PERFORMANCE REPORT.—The  
22 Chief Technology Officer shall prepare and transmit  
23 to the Secretary of Transportation, the Committee  
24 on Transportation and Infrastructure of the House  
25 of Representatives, and the Committee on Com-

1 merce, Science, and Transportation of the Senate an  
2 annual report containing—

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

7 “(B) other information as may be re-  
8 quested by the Administrator and the Chief Op-  
9 erating Officer.”.

10 (b) CONFORMING AMENDMENTS.—

11 (1) Section 709(a)(3)(L) of the Vision 100–  
12 Century of Aviation Reauthorization Act (49 U.S.C.  
13 40101 note) is amended by striking “Chief NextGen  
14 Officer” and inserting “Chief Technology Officer”.

15 (2) Section 804(a)(4)(A) of the FAA Mod-  
16 ernization and Reform Act of 2012 (49 U.S.C.  
17 44501 note) is amended by striking “Chief NextGen  
18 Officer” and inserting “Chief Technology Officer”.

19 **SEC. 5 \_\_\_\_. INTRA-AGENCY COORDINATION.**

20 Not later than 120 days after the date of enactment  
21 of this Act, the Secretary of Transportation shall direct  
22 the Administrator of the Federal Aviation Administration  
23 and the Chief Operating Officer of the Air Traffic Organi-  
24 zation to implement policies that—

1           (1) designate the Associate Administrator for  
2           Commercial Space Transportation as the primary li-  
3           aision between the commercial space transportation  
4           industry and the Administration;

5           (2) recognize the necessity of, and set forth  
6           processes for, launch license and permit holder co-  
7           ordination with the Air Traffic Organization on mat-  
8           ters including—

9                   (A) the use of air navigation facilities;

10                   (B) airspace safety; and

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

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

16                   (A) maintaining letters of agreement be-  
17           tween a launch license or permit holder and a  
18           Federal Aviation Administration facility;

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

22                   (C) ensuring that a facility that has en-  
23           tered into such a letter of agreement is aware  
24           of and fulfills its responsibilities under the let-  
25           ter; and

1 (D) liaising between the Air Traffic Orga-  
2 nization and the Associate Administrator for  
3 Commercial Space Transportation on any mat-  
4 ter relating to such a letter of agreement; and  
5 (4) require the Associate Administrator for  
6 Commercial Space Transportation to facilitate, upon  
7 the request of a launch license or permit holder—

8 (A) coordination between a launch license  
9 and permit holder and the Air Traffic Organi-  
10 zation; and

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

15 **SEC. 5 \_\_\_\_ . FAA CIVIL AVIATION REGISTRY UPGRADE.**

16 (a) **IN GENERAL.**—Not later than 3 years after the  
17 date of enactment of this Act, the Administrator of the  
18 Federal Aviation Administration shall complete covered  
19 upgrades of the Administration’s Civil Aviation Registry  
20 (in this section referred to as the “Registry”).

21 (b) **COVERED UPGRADE DEFINED.**—In this section,  
22 the term “covered upgrades” means—

23 (1) the digitization of nondigital Registry infor-  
24 mation, including paper documents, microfilm im-

1       ages, and photographs, from an analog or nondigital  
2       format to a digital format;

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

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

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

14      (c) APPLICABILITY.—The requirements of subsection  
15      (a) shall apply to the entire Civil Aviation Registry, includ-  
16      ing the Aircraft Registration Branch and the Airmen Cer-  
17      tification Branch.

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

21      “**§ 45306. Manual surcharge**

22          “(a) IN GENERAL.—Not later 6 months after the  
23      date of enactment of the FAA Reauthorization Act of  
24      2018, the Administrator shall impose and collect a sur-  
25      charge on a Civil Aviation Registry transaction that—

1           “(1) is conducted in person at the Civil Avia-  
2           tion Registry;

3           “(2) could be conducted, as determined by the  
4           Administrator, with the same or greater level of effi-  
5           ciency by electronic or other remote means; and

6           “(3) is not related to research or other non-  
7           commercial activities.

8           “(b) MAXIMUM SURCHARGE.—A surcharge imposed  
9           and collected under subsection (a) shall not exceed twice  
10          the maximum fee the Administrator is authorized to  
11          charge for the registration of an aircraft, not used to pro-  
12          vide air transportation, after the transfer of ownership  
13          under section 45302(b)(2).

14          “(c) CREDIT TO ACCOUNT AND AVAILABILITY.—  
15          Monies collected from a surcharge imposed under sub-  
16          section (a) shall be treated as monies collected under sec-  
17          tion 45302 and subject to the terms and conditions set  
18          forth in section 45302(d).”.

19          (e) REPORT.—Not later than 1 year after date of en-  
20          actment of this Act, and annually thereafter until the cov-  
21          ered upgrades required under subsection (a) are complete,  
22          the Administrator shall submit a report to the Committee  
23          on Transportation and Infrastructure of the House of  
24          Representatives, and the Committee on Commerce,  
25          Science, and Transportation of the Senate describing—

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

3           (2) the office responsible for the implementa-  
4     tion of the such covered upgrades;

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

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

9     **SEC. 5 \_\_\_. REGULATORY STREAMLINING.**

10       Not later than 1 year after the date of enactment  
11     of this Act, the Administrator of the Federal Aviation Ad-  
12     ministration shall issue a final regulation revising section  
13     121.333(c)(3) of title 14, Code of Federal Regulations, to  
14     apply only to flight altitudes above flight level 410.

15     **SEC. 5 \_\_\_. ADMINISTRATIVE SERVICES FRANCHISE FUND.**

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

22       (b) CONSIDERATIONS.—In conducting the audit pur-  
23     suant to subsection (a), the inspector general shall—

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

1           (2) describe and assess each program, service,  
2           or activity that uses the Franchise Fund, includ-  
3           ing—

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

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

9                   (C) the costs associated with the employees  
10          described in subparagraph (B) and the extent  
11          to which such costs are covered by Federal ap-  
12          propriations or Franchise Fund revenue;

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

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

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

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





1 House of Representatives and the Committee on Com-  
2 merce, Science, and Transportation of the Senate a report  
3 describing the multiyear effort of the Administration to  
4 modernize the air transportation system (in this section  
5 referred to as the “modernization effort”), including—

6 (1) the number of years that the modernization  
7 effort has been underway as of the date of the re-  
8 port;

9 (2) the total amount of money expended on the  
10 modernization effort as of the date of the report (in-  
11 cluding a description of how that amount was cal-  
12 culated);

13 (3) the net present value of the benefits re-  
14 ported from aircraft operators resulting from the  
15 money expended on the modernization effort as of  
16 the date of the report;

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

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

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

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

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

9                   (A) when the program or project was initi-  
10                   ated;

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

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

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

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

21                   (F) whether the program or project has  
22                   been re-baselined or divided into smaller seg-  
23                   ments and, if so, a description of when, why,  
24                   and the impact to the cost of the program or  
25                   project;

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

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

7 (I) whether the Administration changed  
8 any contract term or deliverable for the pro-  
9 gram or project and, if so, a description of the  
10 change, why it happened, and the impact to the  
11 cost of the program or project;

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

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

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

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

24 (N) the metrics, milestones, and deadlines  
25 set for the program or project and how the Ad-

1           ministration tracked and ensured compliance  
2           with those metrics, milestones, and deadlines;

3           (O) how the Administration conducted  
4           oversight of the program or project and any re-  
5           lated stakeholder collaboration efforts; and

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

8           (9) the date upon which, or milestone by which,  
9           the Administration anticipates NextGen will be com-  
10          plete; and

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

14          (b) INSPECTOR GENERAL REPORT.—Not later than  
15          270 days after the date on which the report required  
16          under subsection (a) is submitted, the inspector general  
17          of the Department of Transportation shall review the re-  
18          port and submit to the Committee on Transportation and  
19          Infrastructure of the House of Representatives and the  
20          Committee on Commerce, Science, and Transportation of  
21          the Senate a statement of the inspector general that—

22                  (1) determines the accuracy of the information  
23                  reported;

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

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

6           (4) describes—

7                   (A) any pertinent recommendations made  
8                   by the inspector general related to the Adminis-  
9                   tration's implementation and oversight of  
10                  NextGen since the date on which NextGen  
11                  began; and

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

14           (5) provides any other information that the in-  
15           specter general determines is appropriate.

16 **SEC. 5\_\_\_ . AUTOMATIC DEPENDENT SURVEILLANCE-**  
17 **BROADCAST.**

18           Section 211(b) of the FAA Modernization and Re-  
19           form Act (49 U.S.C. 40101 note) is repealed. The Admin-  
20           istrator of the Federal Aviation Administration shall en-  
21           sure that any regulation issued pursuant to such sub-  
22           section has no force or effect.

1 **SEC. 5** \_\_\_\_ . **YOUTH ACCESS TO AMERICAN JOBS IN AVIA-**  
2 **TION TASK FORCE.**

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

8 (b) **DUTIES.**—Not later than 12 months after its es-  
9 tablishment under subsection (a), the Task Force shall de-  
10 velop and submit to the Administrator recommendations  
11 and strategies for the Administration to—

12 (1) facilitate and encourage high school stu-  
13 dents in the United States, beginning in their junior  
14 year, to enroll in and complete career and technical  
15 education courses, including STEM, that would pre-  
16 pare them to enroll in a course of study related to  
17 an aviation career at an institution of higher edu-  
18 cation, including a community college or trade  
19 school;

20 (2) facilitate and encourage the students de-  
21 scribed in paragraph (1) to enroll in a course of  
22 study related to an aviation career, including avia-  
23 tion manufacturing, engineering and maintenance,  
24 at an institution of higher education, including a  
25 community college or trade school; and

1           (3) identify and develop pathways for students  
2           who complete a course of study described in para-  
3           graph (2) to secure registered apprenticeships, work-  
4           force development programs, or careers in the avia-  
5           tion industry of the United States.

6           (c) CONSIDERATIONS.—When developing rec-  
7           ommendations and strategies under subsection (b), the  
8           Task Force shall—

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

12          (2) consider how the Administration; air car-  
13          riers; aircraft, powerplant, and avionics manufactur-  
14          ers; aircraft repair stations; and other aviation  
15          stakeholders can coordinate efforts to support youth  
16          in pursuing careers in aviation;

17          (3) identify methods of enhancing aviation ap-  
18          prenticeships, job skills training, mentorship, edu-  
19          cation, and outreach programs that are exclusive to  
20          youth in the United States; and

21          (4) identify potential sources of government and  
22          private sector funding, including grants and scholar-  
23          ships, that may be used to carry out the rec-  
24          ommendations and strategies described in subsection



1 (b) and to support youth in pursuing careers in avia-  
2 tion.

3 (d) REPORT.—Not later than 30 days after submis-  
4 sion of the recommendations and strategies under sub-  
5 section (b), the Task Force shall submit to the Committee  
6 on Transportation and Infrastructure in the House of  
7 Representatives and the Committee on Commerce,  
8 Science, and Transportation of the Senate a report out-  
9 lining such recommendations and strategies.

10 (e) COMPOSITION OF TASK FORCE.—The Adminis-  
11 trator shall appoint members of the Task Force, including  
12 representatives from the following:

13 (1) Air carriers.

14 (2) Aircraft, powerplant, and avionics manufac-  
15 turers.

16 (3) Aircraft repair stations.

17 (4) Local educational agencies or high schools.

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

20 (6) Such other aviation and educational stake-  
21 holders and experts as the Administrator considers  
22 appropriate.

23 (f) PERIOD OF APPOINTMENT.—Members shall be  
24 appointed to the Task Force for the duration of the exist-  
25 ence of the Task Force.

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

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

5 (i) DEFINITION OF STEM.—The term “STEM”  
6 means—

7 (1) science, technology, engineering, and mathe-  
8 matics; and

9 (2) other career and technical education sub-  
10 jects that build on the subjects described in para-  
11 graph (1).

12 **SEC. 5\_\_\_. AIRPORT INVESTMENT PARTNERSHIP PRO-**  
13 **GRAM.**

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

16 (1) by striking the section heading and insert-  
17 ing “**Airport investment partnership pro-**  
18 **gram**”;

19 (2) in subsection (b), by striking “, with respect  
20 to not more than 10 airports,”;

21 (3) in subsection (b)(2), by striking “The Sec-  
22 retary may grant an exemption to a sponsor” and  
23 inserting “If the Secretary grants an exemption to  
24 a sponsor pursuant to paragraph (1), the Secretary  
25 shall grant an exemption to the sponsor”;

1           (4) in subsection (b)(3), by striking “The Sec-  
2           retary may grant an exemption to a purchaser or  
3           lessee” and inserting “If the Secretary grants an ex-  
4           emption to a sponsor pursuant to paragraph (1), the  
5           Secretary shall grant an exemption to the cor-  
6           responding purchaser or lessee”;

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

9           “(d) PROGRAM PARTICIPATION.—

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

14           “(2) PARTIAL PRIVATIZATION.—A purchaser or  
15           lessee may be an entity in which a sponsor has an  
16           interest.”; and

17           (6) by striking subsections (l) and (m) and in-  
18           serting the following:

19           “(l) PREDEVELOPMENT LIMITATION.—A grant to an  
20           airport sponsor under this subchapter for predevelopment  
21           planning costs relating to the preparation of an applica-  
22           tion or proposed application under this section may not  
23           exceed \$750,000 per application or proposed application.”.

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

4 “(P) predevelopment planning, including  
5 financial, legal, or procurement consulting serv-  
6 ices, related to an application or proposed appli-  
7 cation for an exemption under section 47134.”.

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

“47134. Airport investment partnership program.”.

12 **SEC. 5 \_\_\_\_ . REVIEW AND REFORM OF FAA PERFORMANCE**  
13 **MANAGEMENT SYSTEM.**

14 (a) ESTABLISHMENT OF ADVISORY PANEL.—Not  
15 later than 90 days after the date of enactment of this sec-  
16 tion, the Secretary of Transportation shall establish an ad-  
17 visory panel comprising no more than 7 independent, non-  
18 governmental experts in budget, finance, or personnel  
19 management to review and evaluate the effectiveness of  
20 the FAA’s personnel management system and perform-  
21 ance management program for employees not covered by  
22 collective bargaining agreements.

23 (b) REVIEW, EVALUATION, AND RECOMMENDA-  
24 TIONS.—The advisory panel shall, at a minimum—

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

4           (2) review any applicable reports regarding  
5           FAA's personnel management system, including re-  
6           ports of the Department of Transportation Office of  
7           Inspector General, Government Accountability Of-  
8           fice, and National Academy of Public Administra-  
9           tion, and determine the status of recommendations  
10          made in those reports;

11          (3) review the personnel management system of  
12          any other agency or governmental entity with a simi-  
13          lar system to the FAA for best practices with regard  
14          to personnel management;

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

20          (5) review and determine the overall effective-  
21          ness of the FAA's compensation, bonus pay, per-  
22          formance metrics, and evaluation processes for em-  
23          ployees not covered by collective bargaining agree-  
24          ments;

1           (6) review whether existing performance metrics  
2           and bonus pay practices align with the FAA's mis-  
3           sion and significantly improve the FAA's provision  
4           of air traffic services, implementation of air traffic  
5           control modernization initiatives, and accomplish-  
6           ment of other FAA operational objectives;

7           (7) identify the highest, lowest, and average  
8           complete compensation for each position of employ-  
9           ees not covered by collective bargaining agreements;

10          (8) survey interested parties and stakeholders,  
11          including representatives of the aviation industry,  
12          for their views and recommendations regarding im-  
13          provements to the FAA's personnel management  
14          system and performance management program;

15          (9) develop recommendations to address the  
16          findings of the work done pursuant to paragraphs  
17          (1) through (7), and to address views and rec-  
18          ommendations raised by interested parties pursuant  
19          to paragraph (8); and

20          (10) develop recommendations to improve the  
21          FAA's personnel management system and perform-  
22          ance management program, including the compensa-  
23          tion, bonus pay, performance metrics, and evaluation  
24          processes, for employees not covered by collective  
25          bargaining agreements.

1 (c) REPORT.—Not later than 1 year after initiating  
2 the review and evaluation pursuant to subsection (a), the  
3 advisory panel shall submit a report on the results of the  
4 review and evaluation and its recommendations to the Sec-  
5 retary, the Administrator, the Committee on Transpor-  
6 tation and Infrastructure of the House of Representatives,  
7 and the Committee on Commerce, Science, and Transpor-  
8 tation of the Senate.

9 (d) REPORT TO CONGRESS.—Not later than 3  
10 months after submittal of the report pursuant to sub-  
11 section (c), the Administrator shall transmit to the Com-  
12 mittee on Transportation and Infrastructure of the House  
13 of Representatives and the Committee on Commerce,  
14 Science, and Transportation of the Senate a report sum-  
15 marizing the findings of the advisory panel that—

16 (1) contains an explanation of how the Admin-  
17 istrator will implement the recommendations of the  
18 advisory panel and measure the effectiveness of the  
19 recommendations; and

20 (2) specifies any recommendations that the Ad-  
21 ministrator will not implement and the reasons for  
22 not implementing such recommendations.

23 (e) AUTHORITY.—Notwithstanding any other provi-  
24 sion of law, the Administrator has the authority to put  
25 in place any recommendations of the advisory panel.

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

4 (g) DEFINITION.—In this section, the term “FAA”  
5 means the Federal Aviation Administration.

6 **SEC. 5 \_\_\_. CONTRACT WEATHER OBSERVERS.**

7 Section 2306(b) of the FAA Extension, Safety, and  
8 Security Act of 2016 (Public Law 114–190; 130 Stat.  
9 641) is amended by striking “2018” and inserting  
10 “2023”.

11 **SEC. 5 \_\_\_. REGIONS AND CENTERS.**

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

14 (1) by striking the section heading and insert-  
15 ing “**Regions and centers**”;

16 (2) by striking “The Civil Aeromedical Insti-  
17 tute” and inserting the following:

18 “(a) CIVIL AEROMEDICAL INSTITUTE.—The Civil  
19 Aeromedical Institute”; and

20 (3) by adding at the end the following:

21 “(b) WILLIAM J. HUGHES TECHNICAL CENTER.—  
22 The Secretary of Transportation shall define the roles and  
23 responsibilities of the William J. Hughes Technical Center  
24 in a manner that is consistent with the defined roles and



1 responsibilities of the Civil Aeromedical Institute under  
2 subsection (a).”.

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

“44507. Regions and centers.”.

