

tion and certification of FAA approved automatic deployable flight recorder systems in compliance with U.S. and international standards for commercial aircraft.

Additive manufacturing.—The Committee recognizes the emergence of additive manufacturing (AM), the advances in the fabrication of complex structures has the potential to transform aircraft and spacecraft propulsion and eventually other high-value complex components of these vehicles. The Committee understands a primary challenge in AM for aerospace applications is the certification of flight worthiness of complex AM-constructed components. The Committee directs the FAA, in collaboration with academic and industry partners, to develop and define the critical standards and assessment methods for certifying AM components for aerospace applications including the development of advanced non-destructive evaluation methodologies for risk identification and assessment or as in-situ manufacturing process controls.

In addition, the Committee directs the FAA to provide a report on the use of additively manufactured parts within the civil aerospace industry detailing any efforts to monitor what additively manufactured components are utilized on airframes, and what measures are being taken to monitor and mitigate the use of counterfeit additively manufactured parts.

Designated airworthiness representative (DAR-56) program.—The Committee notes the effectiveness of the DAR-56 certification program, which allows certified aircraft parts distributors to issue FAA airworthiness tags based on alternative documentation. The Committee encourages FAA to make the program permanent.

Human intervention motivation study (HIMS) and the flight attendant drug and alcohol program (FADAP).—The Committee recognizes the effectiveness of the Human Intervention Motivation Study (HIMS) and the Flight Attendant Drug and Alcohol Program (FADAP) in mitigating drug and alcohol abuse through a peer identification and intervention program. The Committee recommends that the FAA continue to prioritize this program and urges the FAA to continue this program from within available resources.

Aviation rulemaking committee, Part 135.—The Committee recommends that FAA convene an Aviation Rulemaking Committee (ARC) in order to examine rest and duty regulations governed by Part 135 and Subpart K of Part 91 of Title 14, Code of Federal Regulations. Such an ARC should ensure that all segments of the operation are represented in the ARC process. Industry representatives, fatigue experts, and exclusive representatives of Part 135 and 91k pilot labor should all be engaged in the discussions in order to ensure the full breadth of the industry is represented. The ARC should take into consideration the work of rulemaking committees addressing fatigue in aviation, scientific data derived from fatigue and sleep research, data gathered from aviation safety reporting programs, and make accommodations necessary for the diversity of operations conducted under part 135, including small businesses.

Certificate management offices (CMO)/repair stations.—The Committee is pleased the FAA has realigned its Flight Standards Service from geographic to functional offices, each focusing on specialized areas of aviation safety oversight and technical expertise. Consistent with this emphasis on regulatory consistency and maxi-

mized use of FAA resources, the Committee directs the agency to report, within 180 days of enactment of this Act, on the feasibility of defining criteria similar to that currently being used by airline operations, under which the certificate management unit and certificate management office construct can be utilized by repair stations and other certificate holders.

Part 135 industry trends.—The Committee directs the agency to provide, within 180 days of enactment of this Act, an update of “Study of Operators Regulated Under Part 135” (PL 112–95; Sec. 409) to cover activity between 2012–2016. The Committee encourages the agency to consult with industry in advance of the update on additional business, economic, employment and other data points that should be included to provide a more complete picture of the state of the industry.

Improving air carrier certification for small business.—The Committee is concerned FAA staffing and allocation of resources has led to a backlog of applicants and regional variability to manage or accept new applications for Single Pilot Part 135 Air Carrier certificates, an important part of creating new businesses opportunities and providing additional carrier paths for pilots. The Committee directs the agency provide an assessment of the current certification process for these small air carrier applicants, the number of persons currently seeking certification, the average time from initial application to certification and agency recommendations for more effectively allocating resources to lead to shorter certification times without compromising safety standards.

COMMERCIAL SPACE TRANSPORTATION

The Committee recommends \$21,587,000 for the Office of Commercial Space Transportation, which is \$1,761,000 above the fiscal year 2017 enacted level and \$3,682,000 above the budget request. The additional funding will protect the workforce from attrition reductions that were proposed as part of the President’s budget request. Maintaining the workforce of this office is essential to ensuring that the FAA can keep pace with the licensing and permitting needs of a growing and increasingly complex industry.

Space launch system.—The Committee commends the FAA Office of Commercial Space Transportation’s efforts to promote private sector lunar exploration and development and encourages the FAA to explicitly define non-interference and to enhance its payload review process to provide companies planning private sector lunar development with the security and predictability necessary to support substantial investments. The Committee also encourages the office, in collaboration with the Commercial Space Transportation Advisory Committee, to engage in conversation with NASA to explore the lift power and capacity of the Space Launch System (SLS) as a means of facilitating commercial-space efforts, in accordance with the Commercial Space Launch Act, in which the SLS sometimes serves in an infrastructure-building role to speed the transport of large-volume payloads and non-profit or cost-sharing payloads, and payloads which benefit from being inserted into lunar orbit together.