

Regulatory Action on FAA Reauthorization

Purpose:

This document references National Air Transportation Association (NATA) spearheaded and supported language from PL 115-254, the FAA Reauthorization Act of 2018, that requires regulatory action from the Department of Transportation (DOT), Federal Aviation Administration (FAA), and the Government Accountability Office (GAO). NATA encourages the regulatory agencies to utilize the association as a resource when establishing reports, task forces, Aviation Rulemaking Committees, and industry/stakeholder input set forth in the recently enacted law.

About NATA:

Founded in 1940, the National Air Transportation Association (NATA) represents the interests of the general aviation business community before the Congress and federal, state and local government agencies. Representing nearly 2,300 aviation businesses, NATA's member companies provide a broad range of services to general aviation, the airlines and the military. NATA members range in size from large companies with international presence to smaller, single-location operators that depend exclusively on general aviation for their livelihood. Smaller companies account for the majority of NATA's membership and most NATA members have fewer than 40 employees and are designated as small businesses by the U.S. Small Business Administration.

Information compiled from:

Bill language: [H.R. 302 – FAA Reauthorization Act of 2018](#) (enacted 10/5/2018; PL 115-254)

Reports: [House](#) report (115-650) to accompany H.R. 4 (passed House floor 4/27/2018)

[Senate](#) report (115-243) to accompany S. 1405 (passed Senate Commerce Committee 5/9/2018)

H.R. 302 Section-by-section: [House](#) | [Senate](#)

DOT Reports:

H.R. 302 Section	Section Title	Due Dates <i>(after date of enactment)</i>
202	Safety Oversight and Certification Advisory Committee	Establishment: 60 days
418	Advisory Committee on Air Ambulance and Patient Billing	Establishment: 60 days Report: 180 days
519	FAA Data Transparency	9 months
540	Report on Illegal Charter Flights	180 days
625	Aviation Workforce Development Programs	Ongoing

GAO Reports:

H.R. 302 Section	Section Title	Due Dates <i>(after date of enactment)</i>
143	Study on Airport Revenue Diversion	Study: 180 days Report: 18 months
144	GAO Study on the Effect of Granting an Exclusive Right of Aeronautical Services to an Airport Sponsor	Within 2 years
232	Workforce Review	Review: 90 days Report: 270 days
515	Pilots Sharing Flight Expenses with Passengers	Report: 90 days
624	Aviation Maintenance Industry Technical Workforce	1 year

FAA Reports:

H.R. 302 Section	Section Title	Due Dates <i>(after date of enactment)</i>
161	Remote Tower Pilot Program for Rural and Small Communities	Establishment: 1 year Report: 1 year
211	Aircraft Certification Performance Objectives and Metrics	Objectives: 120 days Recommendations: 1 year
221	Flight Standards Performance Objectives and Metrics	Objectives: 120 days Recommendations: 1 year
222	FAA Task Force on Flight Standards Reform	Establishment: 90 days Report: 1 year
223	Centralized Safety Guidance Database	Establishment: 1 year
224	Regulatory Consistency Communications Board	Establishment: 180 days Goals: 180 days
308	FAA and NTSB Review of General Aviation Safety	Study: 30 days Report: 1 year
311	Part 135 Accident and Incident Data	1 year
315	Aviation Rulemaking Committee for Part 135 Pilot Rest and Duty Rules	180 days
511	FAA Review and Reform	Analysis: 60 days Report: 120 days
513	Part 91 Review, Reform and Streamlining	Establishment: 90 days Report: 1 year
515	Pilots Sharing Flight Expenses with Passengers	Guidance: 90 days
519	FAA Data Transparency	Initial Report: 6 months Report: 60 days
557	Requirement to Consult with Stakeholders in Defining Scope and Requirements for Future Flight Service Program	180 days
602	Youth Access to American Jobs in Aviation Task Force	Establishment: 90 days Duties: 12 months Report: 30 days
624	Aviation Maintenance Industry Technical Workforce	Rule: 180 days

Study on Airport Revenue Diversion

DUE DATE: 18 months after enactment
NATA-supported

H.R. 302 bill language:

SEC. 143. STUDY ON AIRPORT REVENUE DIVERSION.

(a) STUDY.—Not later than 180 days after the date of enactment of this Act, the Comptroller General of the United States shall initiate a study of—

- (1) the legal and financial challenges related to repealing the exception in section 47107(b)(2) of title 49, United States Code, for those airports that the Federal Aviation Administration has identified are covered by the exception; and
- (2) measures that may be taken to mitigate the impact of repealing the exception.

(b) CONTENTS.—The study required under subsection (a) shall address—

- (1) the level of revenue diversion at the airports covered by the exception described in subsection (a)(1) and the uses of the diverted revenue;
- (2) the terms of any bonds or financial covenants an airport owner has issued relying on diverted airport revenue;
- (3) applicable local laws or ordinances requiring use of airport revenue for nonairport purposes;
- (4) whether repealing the exception would improve the long-term financial performance of impacted airports; and
- (5) any other practical implications of repealing the exception for airports or the national aviation system.

(c) REPORT.—Not later than 18 months after the date of enactment of this Act, the Comptroller General shall submit to the appropriate committees of Congress a report on the results of the study.

H.R. 4 Report:

STUDY.—Not later than 180 days after the date of enactment of this Act, the Comptroller General of the United States shall initiate a study of—

1. the legal and financial challenges related to repealing the exception in section 47107(b)(2) of title 49, United States Code, for those airports the Federal Aviation Administration has identified are covered by the exception; and
2. measures that may be taken to mitigate the impact of re- pealing the exception.

CONTENTS.—The study required under subsection (a) shall ad- dress—

1. the level of revenue diversion at the airports covered by the exception described in subsection (a)(1) and the uses of the diverted revenue;
2. the terms of any bonds or financial covenants an airport owner has issued relying on diverted airport revenue;
3. applicable local laws or ordinances requiring use of air- port revenue for non-airport purposes;
4. whether repealing the exception would improve the long- term financial performance of impacted airports; and
5. any other practical implications of repealing the exception for airports or the national aviation system.

REPORT.—Not later than 18 months after the date of enactment of this Act, the Comptroller General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study.

H.R. 302 Section-by-section:

- House: This section requires the Government Accountability Office (GAO) to study airport revenue diversion exemptions under Federal law.
- Senate: This section requires the GAO to study airport revenue diversion exemptions under Federal law.

Rights of Services to Airport Sponsor

DUE DATE: 2 years after enactment

H.R. 302 bill language:

SEC. 144. GAO STUDY ON THE EFFECT OF GRANTING AN EXCLUSIVE RIGHT OF AERONAUTICAL SERVICES TO AN AIRPORT SPONSOR.

(a) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Comptroller General of the United States shall conduct a study to examine the cases in which an airport sponsor has exercised an exclusive right (commonly known as a proprietary exclusive right), as described in the Federal Aviation Advisory Circular 150/1590–6 issued on January 4, 2007.

(b) REPORT.—Upon completion of the study described under subsection (a), the Comptroller General shall submit to the appropriate committees of Congress a report on the findings of the study.

H.R. 4 Report:

IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Administrator of the General Accountability Office shall conduct a study to examine the cases in which an airport sponsor exercised an exclusive right (commonly known as a “proprietary exclusive right”), as described in the Federal Aviation Advisory Circular 150/1590-6 published on January 4, 2007.

REPORT.—At the end of the 2-year period under subsection (a), the Administrator shall submit the findings of such report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

H.R. 302 Section-by-Section:

- House: This section requires the GAO to study the use of proprietary exclusive rights by airports.
- Senate: This section requires the GAO to study the use of proprietary exclusive rights by airports.

Remote Tower Pilot Program

DUE DATE: 1 year after enactment
NATA-supported

H.R. 302 bill language:

SEC. 161. REMOTE TOWER PILOT PROGRAM FOR RURAL AND SMALL COMMUNITIES.

(a) PILOT PROGRAM.—

(1) ESTABLISHMENT.—The Administrator of the Federal Aviation Administration shall establish—

- (A) in consultation with airport operators and other aviation stakeholders, a pilot program at public-use airports to construct and operate remote towers in order to assess their operational benefits;
- (B) a selection process for participation in the pilot program; and
- (C) a clear process for the safety and operational certification of the remote towers.

(2) SAFETY CONSIDERATIONS.—

(A) SAFETY RISK MANAGEMENT PANEL.—Prior to the operational use of a remote tower under the pilot program established in subsection (a), the Administrator shall convene a safety risk management panel for the tower to address any safety issues with respect to the tower. The panels shall be created and utilized in a manner similar to that of the safety risk management panels previously convened for remote towers and shall take into account existing best practices and operational data from existing remote towers in the United States.

(B) CONSULTATION.—In establishing the pilot program, the Administrator shall consult with operators of remote towers in the United States and foreign countries to design the pilot program in a manner that leverages as many safety and airspace efficiency benefits as possible.

(3) APPLICATIONS.—The operator of an airport seeking to participate in the pilot program shall submit to the Administrator an application that is in such form and contains such information as the Administrator may require.

(4) PROGRAM DESIGN.—In designing the pilot program, the Administrator shall—

- (A) to the maximum extent practicable, ensure that at least 2 different vendors of remote tower systems participate;
- (B) identify which air traffic control information and data will assist the Administrator in evaluating the feasibility, safety, costs, and benefits of remote towers;
- (C) implement processes necessary to collect the information and data identified in subparagraph (B);
- (D) develop criteria, in addition to considering possible selection criteria in paragraph (5), for the selection of airports that will best assist the Administrator in evaluating the feasibility, safety, costs, and benefits of remote towers, including the amount and variety of air traffic at an airport; and
- (E) prioritize the selection of airports that can best demonstrate the capabilities and benefits of remote towers, including applicants proposing to operate multiple remote towers from a single facility.

(5) SELECTION CRITERIA FOR CONSIDERATION.—In selecting airports for participation in the pilot program, the Administrator, after consultation with representatives of labor organizations representing operators and employees of the air traffic control system, shall consider for participation in the pilot program—

- (A) 1 nonhub airport;
 - (B) 3 airports that are not primary airports and that do not have existing air traffic control towers;
 - (C) 1 airport that participates in the Contract Tower Program; and
 - (D) 1 airport selected at the discretion of the Administrator.
- (6) DATA.—The Administrator shall clearly identify and collect air traffic control information and data from participating airports that will assist the Administrator in evaluating the feasibility, safety, costs, and benefits of remote towers.
- (7) REPORT.—Not later than 1 year after the date the first remote tower is operational, and annually thereafter, the Administrator shall submit to the appropriate committees of Congress a report—
- (A) detailing any benefits, costs, or safety improvements associated with the use of the remote towers; and
 - (B) evaluating the feasibility of using remote towers, particularly in the Contract Tower Program, for airports without an air traffic control tower, to improve safety at airports with towers, or to reduce costs without impacting safety at airports with or without existing towers.
- (8) DEADLINE.—Not later than 1 year after the date of enactment of this Act, the Administrator shall select airports for participation in the pilot program.
- (9) DEFINITIONS.—In this subsection:
- (A) CONTRACT TOWER PROGRAM.—The term “Contract Tower Program” has the meaning given the term in section 47124(e) of title 49, United States Code, as added by this Act.
 - (B) REMOTE TOWER.—The term “remote tower” means a remotely operated air navigation facility, including all necessary system components, that provides the functions and capabilities of an air traffic control tower whereby air traffic services are provided to operators at an airport from a location that may not be on or near the airport.
 - (C) OTHER DEFINITIONS.—The terms “nonhub airport”, “primary airport”, and “public-use airport” have the meanings given such terms in section 47102 of title 49, United States Code.
- (10) SUNSET.—This subsection, including the report required under paragraph (8), shall not be in effect after September 30, 2023.
- (b) REMOTE TOWER PROGRAM.—Concurrent with the establishment of the process for safety and operational certification of remote towers under subsection (a)(1)(C), the Administrator shall establish a process to authorize the construction and commissioning of additional remote towers that are certificated under subsection (a)(1)(C) at other airports.
- (c) AIP FUNDING ELIGIBILITY.—For purposes of the pilot program under subsection (a), and after certificated remote towers are available under subsection (b), constructing a remote tower or acquiring and installing air traffic control, communications, or related equipment specifically for a remote tower shall be considered airport development (as defined in section 47102 of title 49, United States Code) for purposes of subchapter I of chapter 471 of that title if the components are installed and used at the airport, except, as needed, for off-airport sensors installed on leased towers.

Report language: No language in H.R. 4 or S. 1405.

H.R. 302 Section-by-section:

- House: This section establishes a pilot program for the construction and operation of remote towers. This section requires the FAA to clearly define the evaluation agenda for the pilot program, and airports would have to submit competing proposals to the FAA outlining how they would further the FAA’s evaluation agenda if they are selected to participate in the pilot program. In

choosing which airports become part of the pilot program, the FAA would consider specific factors, and must select at least one airport currently in the Contract Tower Program and three airports that do not currently have an air traffic control (ATC) tower. If the FAA certifies such systems, they would become eligible for AIP funding.

- Senate: This section establishes a pilot program for the construction and operation of remote towers. The FAA is required to clearly define the evaluation agenda for the pilot program, and airports must submit competing proposals to the FAA outlining how they would further the FAA's evaluation agenda if they are selected to participate in the pilot program. This section makes certified remote towers AIP eligible.

SOCA Committee

DUE DATE: 60 days after enactment
NATA-supported

H.R. 302 Bill language:

SEC. 202. SAFETY OVERSIGHT AND CERTIFICATION ADVISORY COMMITTEE.

(a) ESTABLISHMENT.—Not later than 60 days after the date of enactment of this Act, the Secretary shall establish a Safety Oversight and Certification Advisory Committee.

(b) DUTIES.—The Advisory Committee shall provide advice to the Secretary on policy-level issues facing the aviation community that are related to FAA safety oversight and certification programs and activities, including, at a minimum, the following:

- (1) Aircraft and flight standards certification processes, including efforts to streamline those processes.
- (2) Implementation and oversight of safety management systems.
- (3) Risk-based oversight efforts.
- (4) Utilization of delegation and designation authorities, including organization designation authorization.
- (5) Regulatory interpretation standardization efforts.
- (6) Training programs.
- (7) Expediting the rulemaking process and giving priority to rules related to safety.
- (8) Enhancing global competitiveness of United States manufactured and United States certificated aerospace and aviation products and services throughout the world.

(c) FUNCTIONS.—In carrying out its duties under subsection (b), the Advisory Committee shall:

- (1) Foster industry collaboration in an open and transparent manner.
- (2) Consult with, and ensure participation by—
 - (A) the private sector, including representatives of—
 - (i) general aviation;
 - (ii) commercial aviation;
 - (iii) aviation labor;
 - (iv) aviation maintenance, repair, and overhaul;
 - (v) aviation, aerospace, and avionics manufacturing;
 - (vi) unmanned aircraft systems operators and manufacturers; and
 - (vii) the commercial space transportation industry;
 - (B) members of the public; and
 - (C) other interested parties.

(3) Recommend consensus national goals, strategic objectives, and priorities for the most efficient, streamlined, and cost-effective certification and safety oversight processes in order to maintain the safety of the aviation system and, at the same time, allow the FAA to meet future needs and ensure that aviation stakeholders remain competitive in the global marketplace.

(4) Provide policy guidance recommendations for the FAA's certification and safety oversight efforts.

(5) On a regular basis, review and provide recommendations on the FAA's certification and safety oversight efforts.

(6) Periodically review and evaluate registration, certification, and related fees.

(7) Provide appropriate legislative, regulatory, and guidance recommendations for the air transportation system and the aviation safety regulatory environment.

(8) Recommend performance objectives for the FAA and industry.

- (9) Recommend performance metrics and goals to track and review the FAA and the regulated aviation industry on their progress towards streamlining certification reform, conducting flight standards reform, and carrying out regulation consistency efforts.
- (10) Provide a venue for tracking progress toward national goals and sustaining joint commitments.
- (11) Recommend recruiting, hiring, training, and continuing education objectives for FAA aviation safety engineers and aviation safety inspectors.
- (12) Provide advice and recommendations to the FAA on how to prioritize safety rulemaking projects.
- (13) Improve the development of FAA regulations by providing information, advice, and recommendations related to aviation issues.
- (14) Facilitate the validation and acceptance of United States manufactured and United States certificated products and services throughout the world.

(d) MEMBERSHIP.—

(1) IN GENERAL.—The Advisory Committee shall be composed of the following members:

(A) The Administrator (or the Administrator’s designee).

(B) At least 11 individuals, appointed by the Secretary, each of whom represents at least 1 of the following interests:

(i) Transport aircraft and engine manufacturers.

(ii) General aviation aircraft and engine manufacturers.

(iii) Avionics and equipment manufacturers.

(iv) Aviation labor organizations, including collective bargaining representatives of FAA aviation safety inspectors and aviation safety engineers.

(v) General aviation operators.

(vi) Air carriers.

(vii) Business aviation operators.

(viii) Unmanned aircraft systems manufacturers and operators.

(ix) Aviation safety management experts.

(x) Aviation maintenance, repair, and overhaul.

(xi) Airport owners and operators.

(2) NONVOTING MEMBERS.—

(A) IN GENERAL.—In addition to the members appointed under paragraph (1), the Advisory Committee shall be composed of nonvoting members appointed by the Secretary from among individuals representing FAA safety oversight program offices.

(B) DUTIES.—The nonvoting members may—

(i) take part in deliberations of the Advisory Committee; and

(ii) provide input with respect to any final reports or recommendations of the Advisory Committee.

(C) LIMITATION.—The nonvoting members may not represent any stakeholder interest other than that of an FAA safety oversight program office.

(3) TERMS.—Each voting member and nonvoting member of the Advisory Committee appointed by the Secretary shall be appointed for a term of 2 years.

(4) COMMITTEE CHARACTERISTICS.—The Advisory Committee shall have the following characteristics:

(A) Each voting member under paragraph (1)(B) shall be an executive officer of the organization who has decisionmaking authority within the member’s organization and can represent and enter into commitments on behalf of such organization.

(B) The ability to obtain necessary information from experts in the aviation and aerospace communities.

(C) A membership size that enables the Advisory Committee to have substantive discussions and reach consensus on issues in a timely manner.

(D) Appropriate expertise, including expertise in certification and risk-based safety oversight processes, operations, policy, technology, labor relations, training, and finance.

(5) LIMITATION ON STATUTORY CONSTRUCTION.—Public Law 104–65 (2 U.S.C. 1601 et seq.) may not be construed to prohibit or otherwise limit the appointment of any individual as a member of the Advisory Committee.

(e) CHAIRPERSON.—

(1) IN GENERAL.—The Chairperson of the Advisory Committee shall be appointed by the Secretary from among those members of the Advisory Committee that are voting members under subsection (d)(1)(B).

(2) TERM.—Each member appointed under paragraph (1) shall serve a term of 2 years as Chairperson.

(f) MEETINGS.—

(1) FREQUENCY.—The Advisory Committee shall meet at least twice each year at the call of the Chairperson.

(2) PUBLIC ATTENDANCE.—The meetings of the Advisory Committee shall be open and accessible to the public.

(g) SPECIAL COMMITTEES.—

(1) ESTABLISHMENT.—The Advisory Committee may establish special committees composed of private sector representatives, members of the public, labor representatives, and other relevant parties in complying with consultation and participation requirements under this section.

(2) RULEMAKING ADVICE.—A special committee established by the Advisory Committee may—
(A) provide rulemaking advice and recommendations to the Advisory Committee with respect to aviation-related issues;
(B) provide the FAA additional opportunities to obtain firsthand information and insight from those parties that are most affected by existing and proposed regulations; and
(C) assist in expediting the development, revision, or elimination of rules without circumventing public rulemaking processes and procedures.

(3) APPLICABLE LAW.—Public Law 92–463 shall not apply to a special committee established by the Advisory Committee.

(h) SUNSET.—The Advisory Committee shall terminate on the last day of the 6-year period beginning on the date of the initial appointment of the members of the Advisory Committee.

(i) TERMINATION OF AIR TRAFFIC PROCEDURES ADVISORY COMMITTEE.—The Air Traffic Procedures Advisory Committee established by the FAA shall terminate on the date of the initial appointment of the members of the Advisory Committee.

S. 1405 Report:

This section would establish the Safety Oversight and Certification Advisory Committee (SOCAC), comprised of industry stakeholders and the FAA. SOCAC would be responsible for providing advice to the Secretary on policy-level issues related to FAA safety oversight and certification programs and activities, and recommending consensus national goals, strategic objectives and priorities to achieve the most efficient, streamlined, and cost-effective safety oversight and certification processes. SOCAC would sunset on September 30, 2021.

H.R. 302 Section-by-Section:

- House: This section establishes the Safety Oversight and Certification Advisory Committee (SOCAC), comprised of industry stakeholders, including general aviation, commercial aviation, aviation labor, aviation maintenance, and the Administrator. The SOCAC is responsible for providing advice and recommendations to the Secretary on policy level issues related to FAA safety certification and oversight programs and activities, and establishing consensus national

goals, strategic objectives and priorities to achieve the most efficient, streamlined and cost-effective certification and oversight processes. The SOCAC sunsets after six years.

- Senate: This section establishes a Safety Oversight and Certification Advisory Committee (SOCAC) comprised of industry stakeholders including general aviation, commercial aviation, aviation labor, aviation maintenance, and the Administrator of the FAA. The SOCAC is responsible for providing advice and recommendations to the Secretary on policy-level issues related to FAA safety certification and oversight programs and activities, and establishing consensus national goals, strategic objectives and priorities to achieve the most efficient, streamlined and cost-effective certification and oversight processes. The SOCAC sunsets after six years.

Aircraft Certification Performance Objectives & Metrics

DUE DATE: 120 days after enactment
NATA-supported

H.R. 302 bill language:

SEC. 211. AIRCRAFT CERTIFICATION PERFORMANCE OBJECTIVES AND METRICS.

(a) IN GENERAL.—Not later than 120 days after the date on which the Advisory Committee is established under section 202, the Administrator shall establish performance objectives and apply and track performance metrics for the FAA and the aviation industry relating to aircraft certification in accordance with this section.

(b) COLLABORATION.—The Administrator shall carry out this section in collaboration with the Advisory Committee and update agency performance objectives and metrics after considering the recommendations of the Advisory Committee under paragraphs (8) and (9) of section 202(c).

(c) PERFORMANCE OBJECTIVES.—In carrying out subsection (a), the Administrator shall establish performance objectives for the FAA and the aviation industry to ensure that, with respect to aircraft certification, progress is made toward, at a minimum—

- (1) eliminating certification delays and improving cycle times;
- (2) increasing accountability for both the FAA and the aviation industry;
- (3) achieving full utilization of FAA delegation and designation authorities, including organizational designation authorization;
- (4) fully implementing risk management principles and a systems safety approach;
- (5) reducing duplication of effort;
- (6) increasing transparency;
- (7) developing and providing training, including recurrent training, in auditing and a systems safety approach to certification oversight;
- (8) improving the process for approving or accepting certification actions between the FAA and bilateral partners;
- (9) maintaining and improving safety;
- (10) streamlining the hiring process for—
 - (A) qualified systems safety engineers to support the FAA's efforts to implement a systems safety approach; and
 - (B) qualified systems engineers to guide the engineering of complex systems within the FAA; and

(11) maintaining the leadership of the United States in international aviation and aerospace.

(d) PERFORMANCE METRICS.—In carrying out subsection (a), the Administrator shall apply and track performance metrics for the FAA and the regulated aviation industry established by the Advisory Committee.

(e) DATA GENERATION.—

(1) BASELINES.—Not later than 1 year after the date on which the Advisory Committee recommends initial performance metrics for the FAA and the regulated aviation industry under section 202, the Administrator shall generate initial data with respect to each of the performance metrics applied and tracked under this section.

(2) BENCHMARKS TO MEASURE PROGRESS TOWARD GOALS.— The Administrator shall use the metrics applied and tracked under this section to generate data on an ongoing basis and to measure progress toward the achievement of national goals recommended by the Advisory Committee.

(f) PUBLICATION.—The Administrator shall make data generated using the performance metrics applied and tracked under this section available to the public in a searchable, sortable, and downloadable

format through the internet website of the FAA or other appropriate methods and shall ensure that the data are made available in a manner that—

- (1) does not provide identifying information regarding an individual or entity; and
- (2) prevents inappropriate disclosure of proprietary information.

Report: No language in H.R. 4 or S. 1405.

H.R. 302 Section-by-section:

- House: This section directs the Administrator to work with the SOCAC to establish performance objectives for the FAA and the aviation industry related to aircraft certification, as well as apply and track performance metrics for the FAA and aviation industry. These performance objectives for aircraft certification is eliminating delays, increasing accountability, and achieving full utilization of delegation, while maintaining leadership of the United States in international aviation. The findings will be publicly available on the FAA's website.
- Senate: This section directs the FAA to work with the SOCAC to establish performance objectives for the FAA and the aviation industry related to aircraft certification, as well as apply and track performance metrics for the FAA and aviation industry. These performance objectives for aircraft certification will ensure progress is being made toward eliminating delays, increasing accountability, and achieving full utilization of delegation, while maintaining leadership of the U.S. in international aviation. The findings will be publicly available on the FAA's website.

Flight Standards Performance Objectives and Metrics

DUE DATE: 120 days after enactment
NATA-supported

H.R. 302 Bill language:

SEC. 221. FLIGHT STANDARDS PERFORMANCE OBJECTIVES AND METRICS.

(a) **IN GENERAL.**—Not later than 120 days after the date on which the Advisory Committee is established under section 202, the Administrator shall establish performance objectives and apply and track performance metrics for the FAA and the aviation industry relating to flight standards activities in accordance with this section.

(b) **COLLABORATION.**—The Administrator shall carry out this section in collaboration with the Advisory Committee, and update agency performance objectives and metrics after considering the recommendations of the Advisory Committee under paragraphs (8) and (9) of section 202(c).

(c) **PERFORMANCE OBJECTIVES.**—In carrying out subsection (a), the Administrator shall establish performance objectives for the FAA and the aviation industry to ensure that, with respect to flight standards activities, progress is made toward, at a minimum—

- (1) eliminating delays with respect to such activities;
- (2) increasing accountability for both the FAA and the aviation industry;
- (3) achieving full utilization of FAA delegation and designation authorities, including organizational designation authority;
- (4) fully implementing risk management principles and a systems safety approach;
- (5) reducing duplication of effort;
- (6) eliminating inconsistent regulatory interpretations and inconsistent enforcement activities;
- (7) improving and providing greater opportunities for training, including recurrent training, in auditing and a systems safety approach to oversight;
- (8) developing and allowing utilization of a single master source for guidance;
- (9) providing and utilizing a streamlined appeal process for the resolution of regulatory interpretation questions;
- (10) maintaining and improving safety; and
- (11) increasing transparency.

(d) **PERFORMANCE METRICS.**—In carrying out subsection (a), the Administrator shall apply and track performance metrics for the FAA and the regulated aviation industry established by the Advisory Committee.

(e) **DATA GENERATION.**—

(1) **BASELINES.**—Not later than 1 year after the date on which the Advisory Committee recommends initial performance metrics for the FAA and the regulated aviation industry under section 202, the Administrator shall generate initial data with respect to each of the performance metrics applied and tracked under this section.

(2) **BENCHMARKS TO MEASURE PROGRESS TOWARD GOALS.**— The Administrator shall use the metrics applied and tracked under this section to generate data on an ongoing basis and to measure progress toward the achievement of national goals recommended by the Advisory Committee.

(f) **PUBLICATION.**—The Administrator shall make data generated using the performance metrics applied and tracked under this section available to the public in a searchable, sortable, and downloadable format through the internet website of the FAA or other appropriate methods and shall ensure that the data are made available in a manner that—

- (1) does not provide identifying information regarding an individual or entity; and
- (2) prevents inappropriate disclosure of proprietary information.

S. 1405 Report:

This section would direct the FAA, in collaboration with SOCAC, to establish performance objectives and to apply and track metrics for both the FAA and aviation industry relating to flight standards activities.

H.R. 302 Section-by-section:

- House: This section directs the Administrator, in collaboration with the SOCAC, to establish performance objectives and to apply and track metrics for the FAA and aviation industry relating to flight standards activities.
- Senate: This section directs the FAA, in collaboration with the SOCAC, to establish performance objectives and to apply and track metrics for the FAA and aviation industry relating to flight standards activities.

FAA Task Force on Flight Standards

DUE DATE: 15 months after enactment
NATA-supported

H.R. 302 Bill language:

SEC. 222. FAA TASK FORCE ON FLIGHT STANDARDS REFORM.

(a) ESTABLISHMENT.—Not later than 90 days after the date of enactment of this Act, the Administrator shall establish the FAA Task Force on Flight Standards Reform (in this section referred to as the “Task Force”).

(b) MEMBERSHIP.—

(1) APPOINTMENT.—The membership of the Task Force shall be appointed by the Administrator

(2) NUMBER.—The Task Force shall be composed of not more than 20 members.

(3) REPRESENTATION REQUIREMENTS.—The membership of the Task Force shall include representatives, with knowledge of flight standards regulatory processes and requirements, of—

(A) air carriers;

(B) general aviation;

(C) business aviation;

(D) repair stations;

(E) unmanned aircraft systems operators;

(F) flight schools;

(G) labor unions, including those representing FAA aviation safety inspectors and those representing FAA aviation safety engineers;

(H) aviation and aerospace manufacturers; and

(I) aviation safety experts.

(c) DUTIES.—The duties of the Task Force shall include, at a minimum, identifying best practices and providing recommendations, for current and anticipated budgetary environments, with respect to—

(1) simplifying and streamlining flight standards regulatory processes, including issuance and oversight of certificates;

(2) reorganizing Flight Standards Services to establish an entity organized by function rather than geographic region, if appropriate;

(3) FAA aviation safety inspector training opportunities;

(4) ensuring adequate and timely provision of Flight Standards activities and responses necessary for type certification, operational evaluation, and entry into service of newly manufactured aircraft;

(5) FAA aviation safety inspector standards and performance; and

(6) achieving, across the FAA, consistent—

(A) regulatory interpretations; and

(B) application of oversight activities.

(d) REPORT.—Not later than 1 year after the date of the establishment of the Task Force, the Task Force shall submit to the appropriate committees of Congress a report detailing—

(1) the best practices identified and recommendations provided by the Task Force under subsection (c); and

(2) any recommendations of the Task Force for additional regulatory, policy, or cost-effective legislative action to improve the efficiency of agency activities.

(e) APPLICABLE LAW.—Public Law 92–463 shall not apply to the Task Force.

(f) SUNSET.—The Task Force shall terminate on the earlier of—

(1) the date on which the Task Force submits the report required under subsection (d); or

(2) the date that is 18 months after the date on which the Task Force is established under subsection (a).

S. 1405 Report:

This section would direct the FAA to establish an FAA task force on flight standards reform. The task force would be composed of 20 industry experts and stakeholders, and be responsible for identifying best practices and providing recommendations for simplifying and streamlining flight standards processes for training opportunities for aviation safety inspectors, and for achieving consistency in FAA regulatory interpretations and oversight. This section would require the FAA, in consultation with the relevant industry stakeholders, to determine the feasibility of re-aligning flight standards service regional field offices into specialized areas of aviation safety oversight and technical expertise.

H.R. 302 Section-by-Section:

- House: This section directs the FAA to establish an FAA Task Force on Flight Standards Reform. The Task Force will be comprised of 20 industry experts and stakeholders, and will be responsible for identifying best practices and providing recommendations for simplifying and streamlining flight standards processes, training for aviation safety inspectors, and achieving consistency in FAA regulatory interpretations and oversight.
- Senate: This section directs the FAA to establish an FAA Task Force on Flight Standards Reform (Task Force). The Task Force will be comprised of 20 industry experts and stakeholders, and be responsible for identifying best practices and providing recommendations for simplifying and streamlining flight standards processes, training for aviation safety inspectors, and achieving consistency in FAA regulatory interpretations and oversight.

Centralized Safety Guidance Database

DUE DATE: 1 year after enactment
NATA-supported

H.R. 302 bill language:

SEC. 223. CENTRALIZED SAFETY GUIDANCE DATABASE.

(a) ESTABLISHMENT.—Not later than 1 year after the date of enactment of this Act, the Administrator 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—

- (A) protects from disclosure identifying information regarding an individual or entity; and
- (B) prevents inappropriate disclosure proprietary information.

(b) DATA ENTRY TIMING.—

(1) EXISTING DOCUMENTS.—Not later than 14 months after the date of enactment of this Act, the Administrator shall begin entering into the database established under subsection (a) all of the regulatory guidance documents of the Office of Aviation Safety that are in effect and were issued before the date on which the Administrator begins such entry process.

(2) NEW DOCUMENTS AND CHANGES.—On and after the date on which the Administrator begins the document entry process under paragraph (1), the Administrator shall ensure that all new regulatory guidance documents of the Office of Aviation Safety and any changes to existing documents are included in the database established under subsection (a) as such documents or changes to existing documents are issued.

(c) CONSULTATION REQUIREMENT.—In establishing the database under subsection (a), the Administrator shall consult and collaborate with appropriate stakeholders, including labor organizations (including those representing aviation workers, FAA aviation safety engineers and FAA aviation safety inspectors) and aviation industry stakeholders.

(d) REGULATORY GUIDANCE DOCUMENTS DEFINED.—In this section, the term “regulatory guidance documents” means all forms of written information issued by the FAA that an individual or entity may use to interpret or apply FAA regulations and requirements, including information an individual or entity may use to determine acceptable means of compliance with such regulations and requirements, such as an order, manual, circular, policy statement, legal interpretation memorandum, or rulemaking document.

S. 1405 Report:

This section would direct the FAA to establish a centralized safety guidance database that would include all regulatory guidance documents of the FAA Office of Aviation Safety.

H.R. 302 Section-by-Section:

- House: This section directs the Administrator to establish a Central Safety Guidance Database that will include all regulatory guidance documents of the FAA Office of Aviation Safety within one year of enactment, and make the database available to the public.
- Senate: This section directs the FAA to establish a Central Safety Guidance Database that will include all regulatory guidance documents of the FAA Office of Aviation Safety within one year of enactment, and make the database available to the public.

Regulatory Consistency Communications Board

DUE DATE: 180 days after enactment
NATA-supported

H.R. 302 bill language:

SEC. 224. REGULATORY CONSISTENCY COMMUNICATIONS BOARD.

(a) ESTABLISHMENT.—Not later than 180 days after the date of enactment of this Act, the Administrator shall establish a Regulatory Consistency Communications Board (in this section referred to as the “Board”).

(b) CONSULTATION REQUIREMENT.—In establishing the Board, the Administrator shall consult and collaborate with appropriate stakeholders, including FAA labor organizations (including labor organizations representing FAA aviation safety inspectors) and industry stakeholders.

(c) MEMBERSHIP.—The Board shall be composed of FAA representatives, appointed by the Administrator, from—

- (1) the Flight Standards Service;
- (2) the Aircraft Certification Service; and
- (3) the Office of the Chief Counsel.

(d) FUNCTIONS.—The Board shall carry out the following functions:

- (1) Establish, at a minimum, processes by which—
 - (A) FAA personnel and persons regulated by the FAA may submit anonymous regulatory interpretation questions without fear of retaliation;
 - (B) FAA personnel may submit written questions, and receive written responses, as to whether a previous approval or regulatory interpretation issued by FAA personnel in another office or region is correct or incorrect; and
 - (C) any other person may submit written anonymous regulatory interpretation questions.
- (2) Meet on a regular basis to discuss and resolve questions submitted pursuant to paragraph (1) and the appropriate application of regulations and policy with respect to each question.
- (3) Provide to a person that submitted a question pursuant to subparagraph (A) or (B) of paragraph (1) a timely written response to the question.
- (4) Establish a process to make resolutions of common regulatory interpretation questions publicly available to FAA personnel, persons regulated by the FAA, and the public without revealing any identifying data of the person that submitted the question and in a manner that protects any proprietary information.
- (5) Ensure the incorporation of resolutions of questions submitted pursuant to paragraph (1) into regulatory guidance documents, as such term is defined in section 223(d).

(e) PERFORMANCE METRICS, TIMELINES, AND GOALS.—Not later than 180 days after the date on which the Advisory Committee recommends performance objectives and performance metrics for the FAA and the regulated aviation industry under section 202, the Administrator, in collaboration with the Advisory Committee, shall—

- (1) establish performance metrics, timelines, and goals to measure the progress of the Board in resolving regulatory interpretation questions submitted pursuant to subsection (d)(1); and
- (2) implement a process for tracking the progress of the Board in meeting the performance metrics, timelines, and goals established under paragraph (1).

Report: No report language in H.R. 4 or S. 1405.

H.R. 302 Section-by-section:

- House: This section requires the Administrator to establish a Regional Consistency Communications Board that will be composed of FAA representatives from Flight Standards Service, Aircraft Certification Service and Office of the Chief Counsel. The Board will be responsible for establishing a process by which FAA personnel as well as regulated entities may submit regulatory interpretation questions anonymously without fear of retaliation. The SOCAC will establish performance metrics for both industry and the FAA in regard to the actions of the Board.
- Senate: This section requires the FAA to establish a Regulatory Consistency Communications Board that will be composed of FAA representatives from Flight Standards Service, Aircraft Certification Service and Office of the Chief Counsel. The Board will be responsible for establishing a process by which FAA personnel, as well as regulated entities, may submit regulatory interpretation questions anonymously and receive a response.

Workforce Review

DUE DATE: 1 year after enactment
NATA-supported

H.R. 302 bill language:

SEC. 232. WORKFORCE REVIEW.

(a) WORKFORCE REVIEW.—Not later than 90 days after the date of enactment of this Act, the Comptroller General of the United States shall conduct a review to assess the workforce and training needs of the FAA Office of Aviation Safety in the anticipated budgetary environment.

(b) CONTENTS.—The review required under subsection (a) shall include—

- (1) a review of current aviation safety inspector and aviation safety engineer hiring, training, and recurrent training requirements;
- (2) an analysis of the skills and qualifications required of aviation safety inspectors and aviation safety engineers for successful performance in the current and future projected aviation safety regulatory environment, including the need for a systems engineering discipline within the FAA to guide the engineering of complex systems, with an emphasis on auditing designated authorities;
- (3) a review of current performance incentive policies of the FAA, as applied to the Office of Aviation Safety, including awards for performance;
- (4) an analysis of ways the FAA can work with industry and labor, including labor groups representing FAA aviation safety inspectors and aviation safety engineers, to establish knowledge-sharing opportunities between the FAA and the aviation industry regarding new equipment and systems, best practices, and other areas of interest; and
- (5) recommendations on the most effective qualifications, training programs (including e-learning training), and performance incentive approaches to address the needs of the future projected aviation safety regulatory system in the anticipated budgetary environment.

(c) REPORT.—Not later than 270 days after the date of enactment of this Act, the Comptroller General shall submit to the appropriate committees of Congress a report on the results of the review required under subsection (a).

Report: none

H.R. 302 Section-by-Section:

- House: This section directs the Comptroller General to conduct a study to assess the workforce and training needs of the FAA's Office of Aviation Safety. This study will look at current hiring and training requirements for inspectors and engineers and analyze the skills and qualifications of safety inspectors and engineers.
- Senate: This section directs GAO to conduct a study to assess the workforce and training needs of the FAA's Office of Aviation Safety. This study will look at current hiring and training requirements for inspectors and engineers and analyze the skills and qualifications of safety inspectors and engineers.

FAA and NTSB Review of General Aviation Safety

**Deadline: 30 days after enactment
NATA-supported**

H.R. 302 Bill language:

SEC. 308. FAA AND NTSB REVIEW OF GENERAL AVIATION SAFETY.

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

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

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

(A) the number of such accidents;

(B) the number of injuries and fatalities, including with respect to both occupants of aircraft and individuals on the ground, as a result of such accidents;

(C) the number of such accidents investigated by the National Transportation Safety Board;

(D) the number of such accidents investigated by the FAA; and

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

(2) an assessment of the most common probable cause determinations issued for general aviation accidents since 2000;

(3) an assessment of the most common facts analyzed by the FAA and the National Transportation Safety Board in the course of investigations of general aviation accidents since 2000, including operational details;

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

(5) an assessment of the responses of the FAA and the general aviation community to the safety recommendations of the National Transportation Safety Board related to general aviation accidents since 2000;

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

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

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

(c) **RECOMMENDATIONS AND ACTIONS TO ADDRESS GENERAL AVIATION SAFETY.**—Based on the results of the study required under subsection (a), the Administrator, in consultation with the Chairman, shall make such recommendations, including with respect to regulations and enforcement activities, as the Administrator considers necessary to—

(1) address general aviation safety issues identified under the study;

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

(3) improve the safety of general aviation operators in the United States.

(d) **AUTHORITY.**—Notwithstanding any other provision of law, the Administrator shall have the authority to undertake actions to address the recommendations made under subsection (c).

(e) **REPORT.**—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the appropriate committees of Congress a report on the results of the study required under subsection (a), including the recommendations described in subsection (c).

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

H.R. 4 Report:

SEC. 311. FAA AND NTSB REVIEW OF GENERAL AVIATION SAFETY.

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

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

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

(A) the number of such accidents;

(B) the number of injuries and fatalities, including with respect to both occupants of aircraft and individuals on the ground, as a result of such accidents;

(C) the number of such accidents investigated by the National Transportation Safety Board;

(D) the number of such accidents investigated by the Federal Aviation Administration; and

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

(2) an assessment of the most common probable cause determinations issued for general aviation accidents since 2000;

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

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

(5) an assessment of the responses of the Federal Aviation Administration and the general aviation community to the safety recommendations of the National Transportation Safety Board related to general aviation accidents since 2000;

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

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

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

(c) RECOMMENDATIONS AND ACTIONS TO ADDRESS GENERAL AVIATION SAFETY.—Based on the results of the study required under subsection (a), the Administrator, in consultation with the Chairman, shall make such recommendations, including with respect to regulations and enforcement activities, as the Administrator considers necessary to—

(1) address general aviation safety issues identified under the study;

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

(3) improve the safety of general aviation operators in the United States.

(d) AUTHORITY.—Notwithstanding any other provision of law, the Administrator shall have the authority to undertake actions to address the recommendations made under subsection (c).

(e) REPORT.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study required under subsection (a), including the recommendations described in subsection (c).

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

H.R. 302 Section-by-section:

- House: This section requires the Comptroller General to conduct a study and issue recommendations on aviation workforce data and workforce needs in the aviation maintenance sector. This section requires a report to Congress no later than one year after the date of enactment.
- Senate: This section requires the FAA and National Transportation Safety Board (NTSB) to study general aviation safety, including a review of all general aviation accidents since 2000. Based on the results of this study, the FAA, in consultation with the NTSB, shall make recommendations considered necessary to address general aviation safety issues, protect persons and property on the ground, and improve the safety of general aviation operators, and submit its report to the appropriate committees of Congress.

Part 135 Accident & Incident Data

DUE DATE: 1 year after enactment
NATA-supported

H.R. 302 Bill language:

SEC. 311. PART 135 ACCIDENT AND INCIDENT DATA.

- (a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Administrator shall
- (1) determine, in collaboration with the National Transportation Safety Board and part 135 industry stakeholders, what, if any, additional data should be reported as part of an accident or incident notice—
 - (A) to more accurately measure the safety of on-demand part 135 aircraft activity;
 - (B) to pinpoint safety problems; and
 - (C) to form the basis for critical research and analysis of general aviation issues; and
 - (2) provide a briefing to the appropriate committees of Congress on the findings under paragraph (1), including a description of any additional data to be collected, a timeframe for implementing the additional data collection, and any potential obstacles to implementation.
- (b) DEFINITION OF PART 135.—In this section, the term “part 135” means part 135 of title 14, Code of Federal Regulations.

S. 1405 Report:

This section would require the FAA to determine, in collaboration with the NTSB and part 135 industry stakeholders, what, if any, additional data should be reported as part of an accident or incident notice. The FAA would then submit a report to Congress on its findings in an effort to more accurately measure the safety of on-demand part 135 aircraft activity, to pinpoint safety problems, and to form the basis for critical research and analysis of GA issues for more risk-based, data driven safety oversight.

H.R. 302 Section-by-section:

- House: This section requires the FAA to determine, in collaboration with the National Transportation Safety Board (NTSB) and part 135 industry stakeholders, what, if any, additional data should be reported as part of an accident or incident notice. The FAA would then submit a report to Congress on its findings in an effort to more accurately measure the safety of on-demand part 135 aircraft activity, to pinpoint safety problems, and to form the basis for critical research and analysis of general aviation issues for more risk-based, data driven safety oversight.
- Senate: This section requires the FAA to determine, in collaboration with the NTSB and part 135 industry stakeholders (commuter, on demand or air tour operators), what, if any, additional data should be reported as part of an accident or incident notice. The FAA shall then submit a report to Congress on its findings in an effort to more accurately measure the safety of on-demand part 135 aircraft activity, to pinpoint safety problems, and to form the basis for critical research and analysis of issues for more risk-based, data driven safety oversight.

Part 135 Rest and Duty ARC

DUE DATE: 2 years after enactment
NATA-supported

H.R. 302 Bill language:

SEC. 315. AVIATION RULEMAKING COMMITTEE FOR PART 135 PILOT REST AND DUTY RULES.

(a) **IN GENERAL.**—Not later than 180 days after the date of enactment of this Act, the Administrator shall convene an aviation rulemaking committee to review, and develop findings and recommendations regarding, pilot rest and duty rules under part 135 of title 14, Code of Federal Regulations.

(b) **DUTIES.**—The Administrator shall—

- (1) not later than 2 years after the date of enactment of this Act, submit to the appropriate committees of Congress a report based on the findings of the aviation rulemaking committee; and
- (2) not later than 1 year after the date of submission of the report under paragraph (1), issue a notice of proposed rulemaking based on any consensus recommendations reached by the aviation rulemaking committee.

(c) **COMPOSITION.**—The aviation rulemaking committee shall consist of members appointed by the Administrator, including—

- (1) representatives of industry;
- (2) representatives of aviation labor organizations, including collective bargaining units representing pilots who are covered by part 135 of title 14, Code of Federal Regulations, and subpart K of part 91 of such title; and
- (3) aviation safety experts with specific knowledge of flight crewmember education and training requirements under part 135 of such title.

(d) **CONSIDERATIONS.**—The Administrator shall direct the aviation rulemaking committee to consider—

- (1) recommendations of prior part 135 rulemaking committees;
- (2) accommodations necessary for small businesses;
- (3) scientific data derived from aviation-related fatigue and sleep research;
- (4) data gathered from aviation safety reporting programs;
- (5) the need to accommodate the diversity of operations conducted under part 135, including the unique duty and rest time requirements of air ambulance pilots; and
- (6) other items, as appropriate.

Report: No language in H.R. 4 or S. 1405

H.R. 302 Section-by-Section:

- House: This section establishes a rulemaking committee, which will be comprised of industry representatives, labor organizations, and safety experts, to review and provide recommendations on pilot rest and duty rules for part 135 operations. This section requires the Administrator to submit a report on its findings and issue a notice of proposed rulemaking based on the consensus recommendations of the committee not later than one year after submittal of the report to Congress.
- Senate: This section establishes a rulemaking committee comprised of industry representatives, labor organizations, and safety experts to review and provide recommendations on pilot rest and duty rules for operations in part 135. The section further requires the FAA to submit a report on the committee's findings and issue a notice of proposed rulemaking based on the consensus recommendations of the committee not later than one year after submittal of the report to Congress.

Advisory Committee on Air Ambulance & Patient Billing

DUE DATE: 180 days after enactment
NATA-opposed

H.R. 302 Bill language:

SEC. 418. ADVISORY COMMITTEE ON AIR AMBULANCE AND PATIENT BILLING.

(a) IN GENERAL.—Not later than 60 days after the date of enactment of this Act, the Secretary of Transportation, in consultation with the Secretary of Health and Human Services, shall establish an advisory committee for the purpose of reviewing 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.

(b) COMPOSITION OF THE ADVISORY COMMITTEE.—The advisory committee shall be composed of the following members:

- (1) The Secretary of Transportation, or the Secretary's designee.
- (2) The Secretary of Health and Human Services, or the Secretary's designee.
- (3) One representative, to be appointed by the Secretary of Transportation, of each of the following:
 - (A) Each relevant Federal agency, as determined by the Secretary of Transportation.
 - (B) State insurance regulators
 - (C) Health insurance providers.
 - (D) Patient advocacy groups.
 - (E) Consumer advocacy groups.
 - (F) Physician specializing in emergency, trauma, cardiac, or stroke.

(4) Three representatives, to be appointed by the Secretary of Transportation, to represent the various segments of the air ambulance industry.

(5) Additional three representatives not covered under paragraphs (1) through (4), as determined necessary and appropriate by the Secretary.

(c) CONSULTATION.—The advisory committee shall, as appropriate, consult with relevant experts and stakeholders not captured in (b) while conducting its review.

(d) RECOMMENDATIONS.—The advisory committee shall make recommendations with respect to disclosure of charges and fees for air ambulance services and insurance coverage, consumer protection and enforcement authorities of both the Department of Transportation and State authorities, and the prevention of balance billing to consumers. The recommendations shall address, at a minimum—

(1) the costs, benefits, practicability, and impact on all stakeholders of clearly distinguishing between charges for air transportation services and charges for non-air transportation services in bills and invoices, including the costs, benefits, and practicability of—

- (A) developing cost-allocation methodologies to separate charges for air transportation services from charges for non-air transportation services; and
- (B) formats for bills and invoices that clearly distinguish between charges for air transportation services and charges for non-air transportation services;

(2) options, best practices, and identified standards to prevent instances of balance billing such as improving network and contract negotiation, dispute resolution between health insurance and air medical service providers, and explanation of insurance coverage and subscription programs to consumers;

(3) steps that can be taken by State legislatures, State insurance regulators, State attorneys general, and other State officials as appropriate, consistent with current legal authorities regarding consumer protection;

(4) recommendations made by the Comptroller General study, GAO–17–637, including what additional data from air ambulance providers and other sources should be collected by the Department of Transportation to improve its understanding of the air ambulance market and oversight of the air ambulance industry for the purposes of pursuing action related to unfair or deceptive practices or unfair methods of competition, which may include—

- (A) cost data;
- (B) standard charges and payments received per transport;
- (C) whether the provider is part of a hospital-sponsored program, municipality-sponsored program, hospital-independent partnership (hybrid) program, or independent program;
- (D) number of transports per base and helicopter;
- (E) market shares of air ambulance providers inclusive of any parent or holding companies;
- (F) any data indicating the extent of competition among air ambulance providers on the basis of price and service;
- (G) prices assessed to consumers and insurers for air transportation and any non-transportation services provided by air ambulance providers; and
- (H) financial performance of air ambulance providers;

(5) definitions of all applicable terms that are not defined in statute or regulations; and (6) other matters as determined necessary or appropriate.

(e) REPORT.—Not later than 180 days after the date of the first meeting of the advisory committee, the advisory committee shall submit to the Secretary of Transportation, the Secretary of Health and Human Services, and the appropriate committees of Congress a report containing the recommendations made under subsection (d).

(f) RULEMAKING.—Upon receipt of the report under subsection (e), the Secretary of Transportation shall consider the recommendations of the advisory committee and issue regulations or other guidance as deemed necessary—

- (1) to require air ambulance providers to regularly report data to the Department of Transportation;
- (2) to increase transparency related to Department of Transportation actions related to consumer complaints; and
- (3) to provide other consumer protections for customers of air ambulance providers.

(g) ELIMINATION OF ADVISORY COUNCIL ON TRANSPORTATION STATISTICS.—The Advisory Council on Transportation Statistics shall terminate on the date of enactment of this Act.

Report: No language in H.R. 4 or S. 1405.

H.R. 302 Section-by-Section:

- House: This section establishes a Committee to improve transparency for air ambulances and requires the Advisory Committee to produce recommendations on various methodologies to be included in a report to Congress. This section also requires the Secretary to issue a final rule on the recommendation on the disclosure of charges.
- Senate: This section establishes an advisory committee to review and develop recommendations to improve transparency, consumer protection and DOT's oversight of the air ambulance industry and submit a report to Congress. The DOT is directed to review the recommendations of the advisory committee and, as necessary, issue regulations or other guidance.

FAA Review and Reform

DUE DATE: 60 days after enactment
NATA-supported

H.R. 302 Bill language:

SEC. 511. FAA REVIEW AND REFORM.

(a) AGENCY REPORT.—Not later than 60 days after the date of enactment of this Act, the Administrator shall submit to the appropriate committees of Congress a detailed analysis of any actions taken to address the findings and recommendations included in the report required under section 812(d) of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 106 note), including—

- (1) consolidating, phasing-out, or eliminating duplicative positions, programs, roles, or offices;
- (2) eliminating or streamlining wasteful practices;
- (3) eliminating or phasing-out redundant, obsolete, or unnecessary functions;
- (4) reforming and streamlining inefficient processes so that the activities of the Administration are completed in an expedited and efficient manner; and
- (5) reforming or eliminating ineffectual or outdated policies.

(b) ADDITIONAL REVIEW.—Not later than 18 months after the date of enactment of this Act, the Administrator shall undertake and complete a thorough review of each program, office, and organization within the Administration to identify—

- (1) duplicative positions, programs, roles, or offices;
- (2) wasteful practices;
- (3) redundant, obsolete, or unnecessary functions;
- (4) inefficient processes; and
- (5) ineffectual or outdated policies.

(c) ACTIONS TO STREAMLINE AND REFORM FAA.—Not later than 60 days after the date of completion of the review under subsection (b), the Administrator shall undertake such actions as may be necessary to address the findings of the Administrator under such subsection.

(d) REPORT TO CONGRESS.—Not later than 120 days after the date of completion of the review under subsection (b), the Administrator shall submit to the appropriate committees of Congress a report on the actions taken by the Administrator pursuant to subsection (c), including any recommendations for legislative or administrative actions.

Report: No language in H.R. 4 or S. 1405.

H.R. 302 Section-by-Section:

- House: This section requires the FAA to complete a report the status of the implementation of reforms to eliminate wasteful, inefficient, or redundant practices, procedures, or positions as required by section 812 of the FAA Modernization and Reform Act of 2012. This section also requires the FAA to conduct an additional review to identify additional wasteful, inefficient, or redundant practices, procedures, or positions in need of reform.
- Senate: This section requires the FAA to complete a report on the status of the implementation of reforms to eliminate wasteful, inefficient, or redundant practices, procedures, or positions as required by the FAA Modernization and Reform Act of 2012. This section also requires an additional review to identify wasteful, inefficient, or redundant practices, procedures, or positions in need of reform.

Part 91 Review, Reform, and Streamlining

DUE DATE: 1 year after enactment
NATA-supported

H.R. 302 Bill language:

SEC. 513. PART 91 REVIEW, REFORM, AND STREAMLINING.

(a) ESTABLISHMENT OF TASK FORCE.—Not later than 90 days after the date of enactment of this Act, the Administrator shall establish a task force comprised of representatives of the general aviation industry who regularly perform part 91 operations, labor unions (including those representing FAA aviation safety inspectors and FAA aviation safety engineers), manufacturers, and the Government to—

- (1) conduct an assessment of the FAA oversight and authorization processes and requirements for aircraft under part 91; and
- (2) make recommendations to streamline the applicable authorization and approval processes, improve safety, and reduce regulatory cost burdens and delays for the FAA and aircraft owners and operators who operate pursuant to part 91.

(b) CONTENTS.—In conducting the assessment and making recommendations under subsection (a), the task force shall consider—

- (1) process reforms and improvements to allow the FAA to review and approve applications in a fair and timely fashion;
- (2) the appropriateness of requiring an authorization for each experimental aircraft rather than using a broader allmakes-and-models approach;
- (3) ways to improve the timely response to letters of authorization applications for aircraft owners and operators who operate pursuant to part 91, including setting deadlines and granting temporary or automatic authorizations if deadlines are missed by the FAA;
- (4) methods for enhancing the effective use of delegation systems;
- (5) methods for training the FAA's field office employees in risk-based and safety management system oversight; and
- (6) such other matters related to streamlining part 91 authorization and approval processes as the task force considers appropriate.

(c) REPORT TO CONGRESS.—

(1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the appropriate committees of Congress a report on the results of the task force's assessment.

(2) CONTENTS.—The report shall include an explanation of how the Administrator will—

- (A) implement the recommendations of the task force;
- (B) measure progress in implementing the recommendations; and
- (C) measure the effectiveness of the implemented recommendations.

(d) IMPLEMENTATION OF RECOMMENDATIONS.—Not later than 18 months after the date of enactment of this Act, the Administrator shall implement the recommendations made under this section.

(e) DEFINITION.—In this section, the term “part 91” means part 91 of title 14, Code of Federal Regulations. H. R. 302—173

(f) APPLICABLE LAW.—Public Law 92–463 shall not apply to the task force.

(g) SUNSET.—The task force shall terminate on the day the Administrator submits the report required under subsection (c).

Report: No language in H.R. 4 or S. 1405.

H.R. 302 Section-by-section:

- House: This section directs the FAA to establish a Task Force comprised of general aviation aircraft owners, operators, labor, and government representatives to assess the oversight and authorization processes and requirements for aircraft under part 91. This section sunsets the program on the day the report to Congress is submitted. Not later than one year after the date of enactment, the Administrator must implement the recommendations of the Task Force.
- Senate: This section directs the FAA to establish a Task Force of general aviation aircraft owners, operators, labor, and government representatives to assess the oversight and authorization processes and requirements for aircraft under part 91 (which are small, non-commercial aircraft). This section sunsets the program on the day the report to Congress is submitted, and requires the FAA to implement the recommendations of the Task Force within 1 year of the date of enactment.

Permissible Flight Sharing

DUE DATE: 9 months after enactment
NATA-spearheaded

H.R. 302 Bill language:

SEC. 515. PILOTS SHARING FLIGHT EXPENSES WITH PASSENGERS.

(a) GUIDANCE.—

(1) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Administrator shall make publicly available, in a clear and concise format, advisory guidance that describes how a pilot may share flight expenses with passengers in a manner consistent with Federal law, including regulations.

(2) EXAMPLES INCLUDED.—The guidance shall include examples of—

- (A) flights for which pilots and passengers may share expenses;
- (B) flights for which pilots and passengers may not share expenses;
- (C) the methods of communication that pilots and passengers may use to arrange flights for which expenses are shared; and
- (D) the methods of communication that pilots and passengers may not use to arrange flights for which expenses are shared.

(b) REPORT.—

(1) IN GENERAL.—Not later than 180 days after the date on which guidance is made publicly available under subsection (a), the Comptroller General of the United States shall submit to the appropriate committees of Congress a report analyzing Federal policy with respect to pilots sharing flight expenses with passengers.

(2) EVALUATIONS INCLUDED.—The report submitted under paragraph (1) shall include an evaluation of—

- (A) the rationale for such Federal policy;
- (B) safety and other concerns related to pilots sharing flight expenses with passengers; and
- (C) benefits related to pilots sharing flight expenses with passengers.

Report: No language in H.R. 4 or S. 1405

H.R. 302 Section-by-section:

- House: This section requires the Secretary to issue advisory guidance on how pilots can share flight expenses with other passengers within the parameters of existing federal law.
- Senate: This section requires the DOT to issue advisory guidance on how pilots can share flight expenses with other passengers within the parameters of existing federal law.

FAA Data Transparency

DUE DATE: 6 months after enactment
NATA-supported

H.R. 302 Bill language:

SEC. 519. FAA DATA TRANSPARENCY.

“(g) DATA TRANSPARENCY.—

“(1) AIR TRAFFIC SERVICES INITIAL DATA REPORT.—

“(A) INITIAL REPORT.—Not later than 6 months after the date of enactment of the FAA Reauthorization Act of 2018, the Administrator and the Chief Operating Officer of the Air Traffic Organization shall, based upon the most recently available full fiscal year data, complete the following calculations for each segment of air traffic services users:

“(i) The total costs allocable to the use of air traffic services for that segment during such fiscal year.

“(ii) The total revenues received from that segment during such fiscal year.

“(B) VALIDATION OF MODEL.—

“(i) REVIEW AND DETERMINATION.—Not later than 3 months after completion of the initial report required under subparagraph (A), the inspector general of the Department of Transportation shall review and determine the validity of the model used by the Administrator and the Chief Operating Officer to complete the calculations required under subparagraph (A).

“(ii) VALIDATION PROCESS.—In the event that the inspector general determines that the model used by the Administrator and the Chief Operating Officer to complete the calculations required by subparagraph (A) is not valid—

“(I) the inspector general shall provide the Administrator and Chief Operating Officer recommendations on how to revise the model;

“(II) the Administrator and the Chief Operating Officer shall complete the calculations required by subparagraph (A) utilizing the revised model and resubmit the revised initial report required under subparagraph (A) to the inspector general; and

“(III) not later than 3 months after completion of the revised initial report required under subparagraph (A), the inspector general shall review and determine the validity of the revised model used by the Administrator and the Chief Operating Officer to complete the calculations required by subparagraph (A).

“(iii) ACCESS TO DATA.—The Administrator and the Chief Operating Officer shall provide the inspector general of the Department of Transportation with unfettered access to all data produced by the cost accounting system operated and maintained pursuant to subsection (e).

“(C) REPORT TO CONGRESS.—Not later than 60 days after completion of the review and receiving a determination that the model used is valid under subparagraph (B), the Administrator and the Chief Operating Officer shall submit to the Committee on Transportation and Infrastructure, the Committee on Appropriations, and the Committee on Ways and Means of the House of Representatives, and the Committee on Commerce, Science, and Transportation, the Committee on Appropriations, and the Committee on Finance of the Senate a report describing the results of the calculations completed under subparagraph (A).

“(D) PUBLICATION.—Not later than 60 days after submission of the report required under subparagraph (C), the Administrator and Chief Operating Officer shall publish the initial report, including any revision thereto if required as a result of the validation process for the model.

“(2) AIR TRAFFIC SERVICES BIENNIAL DATA REPORTING.—

“(A) BIENNIAL DATA REPORTING.—Not later than March 31, 2019, and biennially thereafter for 8 years, the Administrator and the Chief Operating Officer shall, using the validated model, complete the following calculations for each segment of air traffic services users for the most recent full fiscal year:

“(i) The total costs allocable to the use of the air traffic services for that segment. “

(ii) The total revenues received from that segment.

“(B) REPORT TO CONGRESS.—Not later than 15 days after completing the calculations under subparagraph (A), the Administrator and the Chief Operating Officer shall complete and submit to the Committee on Transportation and Infrastructure, the Committee on Appropriations, and the Committee on Ways and Means of the House of Representatives, and the Committee on Commerce, Science, and Transportation, the Committee on Appropriations, and the Committee on Finance of the Senate a report containing the results of such calculations.

“(C) PUBLICATION.—Not later than 60 days after completing the calculations pursuant to subparagraph (A), the Administrator and the Chief Operating Officer shall publish the results of such calculations.

“(3) SEGMENTS OF AIR TRAFFIC SERVICES USERS.—

“(A) IN GENERAL.—For purposes of this subsection, each of the following shall constitute a separate segment of air traffic services users:

“(i) Passenger air carriers conducting operations under part 121 of title 14, Code of Federal Regulations.

“(ii) All-cargo air carriers conducting operations under part 121 of such title.

“(iii) Operators covered by part 125 of such title. “(iv) Air carriers and operators of piston-engine aircraft operating under part 135 of such title.

“(v) Air carriers and operators of turbine-engine aircraft operating under part 135 of such title.

“(vi) Foreign air carriers providing passenger air transportation.

“(vii) Foreign air carriers providing all-cargo air transportation.

“(viii) Operators of turbine-engine aircraft operating under part 91 of such title, excluding those operating under subpart (K) of such part.

“(ix) Operators of piston-engine aircraft operating under part 91 of such title, excluding those operating under subpart (K) of such part.

“(x) Operators covered by subpart (K) of part 91 of such title.

“(xi) Operators covered by part 133 of such title. “(xii) Operators covered by part 136 of such title.

“(xiii) Operators covered by part 137 of such title.

“(xiv) Operators of public aircraft that qualify under section 40125.

“(xv) Operators of aircraft that neither take off from, nor land in, the United States.

“(B) ADDITIONAL SEGMENTS.—The Secretary may identify and include additional segments of air traffic users under subparagraph (A) as revenue and air traffic services cost data become available for that additional segment of air traffic services users.

“(4) DEFINITIONS.—For purposes of this subsection:

“(A) AIR TRAFFIC SERVICES.—The term ‘air traffic services’ means services—

“(i) used for the monitoring, directing, control, and guidance of aircraft or flows of aircraft and for the safe conduct of flight, including communications, navigation, and surveillance services and provision of aeronautical information; and

“(ii) provided directly, or contracted for, by the Federal Aviation Administration.

“(B) AIR TRAFFIC SERVICES USER.—The term ‘air traffic services user’ means any individual or entity using air traffic services provided directly, or contracted for, by the Federal Aviation Administration within United States airspace or international airspace delegated to the United States.”.

Report: No language in H.R. 4 or S. 1405.

H.R. 302 Section-by-section:

- House: This section directs the Administrator and the Chief Operating Officer (COO) of the FAA to complete an initial data report, which will include a variety of data and calculations assessing the air traffic control system. This section also requires the DOT IG to validate the model used by the Administrator and the COO to complete the calculations.
- Senate: This section directs the FAA and the Chief Operating Officer (COO) of the FAA to complete an initial data report assessing the air traffic control system, and for the DOT IG to validate the model used to complete the calculations.

Illegal Charter

DUE DATE: 180 days after enactment
NATA-spearheaded

H.R. 302 bill language:

SEC. 540. REPORT ON ILLEGAL CHARTER FLIGHTS.

Not later than 180 days after the date of enactment of this Act, the Secretary of Transportation shall submit to the appropriate committees of Congress an analysis of reports filed during the 10-year period preceding such date of enactment through the illegal charter hotline of the FAA and other sources that includes—

- (1) what followup action the Department of Transportation or the Administration takes when a report of illegal charter operations is received
- (2) how the Department of Transportation or the Administration decides to allocate resources;
- (3) challenges the Department of Transportation or the Administration face in identifying illegal operators; and
- (4) recommendations for improving the efforts of the Department of Transportation or the Administration to combat illegal charter carrier operations.

S. 1405 Report:

This section would require the FAA to submit an analysis of reports filed during the preceding 10-year period through the FAA's illegal charter hotline, that includes follow up action the FAA takes when a report is received, how the FAA decides to allocate resources, challenges the FAA faces in identifying illegal operators, and recommendations for improving efforts to combat illegal chart operations.

H.R. 302 Section-by-Section:

- House: This section requires the FAA to submit an analysis of reports filed during the preceding 10-year period through the FAA's illegal charter hotline, that includes follow up action the FAA takes when a report is received, how the FAA decides to allocate resources, challenges the FAA faces in identifying illegal operators, and recommendations for improving efforts to combat illegal charter operations.
- Senate: This section requires the Secretary to submit an analysis of reports filed during the preceding 10-year period through the FAA's illegal charter hotline that includes follow-up action the Secretary or the Administrator can take when a report is received, how the DOT or the FAA decide to allocate resources, challenges the DOT and the FAA face in identifying illegal operators, and recommendations for improving efforts to combat illegal charter operations.

Future Flight Service Program

DUE DATE: 180 days after enactment
NATA-supported

H.R. 302 Bill language:

SEC. 557. REQUIREMENT TO CONSULT WITH STAKEHOLDERS IN DEFINING SCOPE AND REQUIREMENTS FOR FUTURE FLIGHT SERVICE PROGRAM.

Not later than 180 days after the date of enactment of this Act, the Administrator shall consult with stakeholders in defining the scope and requirements for any new Future Flight Service Program of the Administration to be used in a competitive source selection for the next flight service contract with the Administration.

S. 1405 Report:

This section would require the FAA to consult with GA stakeholders in defining the scope and requirements for any new Future Flight Service Program to be used in a competitive source selection for the next flight service contract with the FAA not later than 180 days after the date of enactment of this Act.

H.R. 302 Section-by-section:

- House: This section requires the FAA to consult with general aviation stakeholders in defining the scope and requirements for any new Future Flight Service Program to be used in a competitive source selection for the next flight service contract with the FAA.
- Senate: This section requires the FAA to consult with aviation stakeholders in defining the scope and requirements for any new Future Flight Service Program to be used in a competitive source selection for the next flight service contract with the FAA.

Youth Access to American Jobs in Aviation Task Force

DUE DATE: 90 days after enactment
NATA-supported

H.R. 302 Bill language:

SEC. 602. YOUTH ACCESS TO AMERICAN JOBS IN AVIATION TASK FORCE.

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

(b) DUTIES.—Not later than 12 months after its establishment under subsection (a), the Task Force shall develop and submit to the Administrator recommendations and strategies for the Administration to—

(1) 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, including STEM, that would prepare them to enroll in a course of study related to an aviation career at an institution of higher education, including a community college or trade school;

(2) facilitate and encourage the students described in paragraph (1) to enroll in a course of study related to an aviation career, including aviation manufacturing, engineering and maintenance, at an institution of higher education, including a community college or trade school; and

(3) identify and develop pathways for students who complete a course of study described in paragraph (2) to secure registered apprenticeships, workforce development programs, or careers in the aviation industry of the United States.

(c) CONSIDERATIONS.—When developing recommendations and strategies under subsection (b), the Task Force shall—

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

(2) consider how the Administration; air carriers; aircraft, powerplant, and avionics manufacturers; aircraft repair stations; and other aviation stakeholders can coordinate efforts to support youth in pursuing careers in aviation;

(3) identify methods of enhancing aviation apprenticeships, job skills training, mentorship, education, and outreach programs that are exclusive to youth in the United States; and

(4) identify potential sources of government and private sector funding, including grants and scholarships, that may be used to carry out the recommendations and strategies described in subsection (b) and to support youth in pursuing careers in aviation.

(d) REPORT.—Not later than 30 days after submission of the recommendations and strategies under subsection (b), the Task Force shall submit to the appropriate committees of Congress a report outlining such recommendations and strategies.

(e) COMPOSITION OF TASK FORCE.—The Administrator shall appoint members of the Task Force, including representatives from the following:

(1) Air carriers.

(2) Aircraft, powerplant, and avionics manufacturers.

(3) Aircraft repair stations.

(4) Local educational agencies or high schools.

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

(6) Such other aviation and educational stakeholders and experts as the Administrator considers appropriate.

(f) PERIOD OF APPOINTMENT.—Members shall be appointed to the Task Force for the duration of the existence of the Task Force.

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

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

(i) DEFINITION OF STEM.—The term “STEM” means— (1) science, technology, engineering, and mathematics; and (2) other career and technical education subjects that build on the subjects described in paragraph (1).

Report: No language in H.R. 4 or S. 1405.

H.R. 302 Section-by-section:

- House: This section directs the FAA to establish a Youth Access to American Jobs in Aviation Task Force. The Task Force facilitates and encourages youth to enroll in STEM and aviation related courses, as well as identify and develop pathways for students to secure registered apprenticeships, workforce development programs, or careers in the U.S. aviation industry. This section requires the task force to complete and submit a report to Congress. This section sunsets the task force upon the submittal of the report.
- Senate: This section directs the FAA to establish a Youth Access to American Jobs in Aviation Task Force to develop recommendations and strategies on how the FAA can facilitate and encourage high school students to enroll in STEM courses and courses of study related to aviation careers. This task force is also required to identify and develop pathways for students to secure registered apprenticeships, workforce development programs, or careers in the aviation industry of the United States. The task force shall sunset upon the submittal of a final report to Congress.

Aviation Maintenance Industry Technical Workforce

DUE DATE: 1 year after enactment
NATA-supported

H.R. 302 bill language:

SEC. 624. AVIATION MAINTENANCE INDUSTRY TECHNICAL WORKFORCE.

(a) REGULATIONS.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall issue a final rule to modernize training programs at aviation maintenance technician schools governed by part 147 of title 14, Code of Federal Regulations.

(b) GUIDANCE.—Not later than 180 days after the date of enactment of this Act, the Administrator shall coordinate with government, educational institutions, labor organizations representing aviation maintenance workers, and businesses to develop and publish guidance or model curricula for aviation maintenance technician schools referred to in subsection (a) to ensure workforce readiness for industry needs, including curricula related to training in avionics, troubleshooting, and other areas of industry needs.

(c) REVIEW AND PERIODIC UPDATES.— The Administrator shall—

- (1) ensure training programs referred to in subsection (a) are revised and updated in correlation with aviation maintenance technician airman certification standards as necessary to reflect current technology and maintenance practices; and
- (2) publish updates to the guidance or model curricula required under subsection (b) at least once every 2 years, as necessary, from the date of initial publication.

(d) REPORT TO CONGRESS.—If the Administrator does not issue such final rule by the deadline specified in subsection (a), the Administrator shall, not later than 30 days after such deadline, submit to the appropriate committees of Congress a report containing—

- (1) an explanation as to why such final rule was not issued by such deadline; and
- (2) a schedule for issuing such final rule.

(e) STUDY.—The Comptroller General of the United States shall conduct a study on technical workers in the aviation maintenance industry.

(f) CONTENTS.—In conducting the study under subsection (e), the Comptroller General shall—

- (1) analyze the current Standard Occupational Classification system with regard to the aviation profession, particularly technical workers in the aviation maintenance industry;
- (2) analyze how changes to the Federal employment classification of aviation maintenance industry workers might affect government data on unemployment rates and wages;
- (3) analyze how changes to the Federal employment classification of aviation maintenance industry workers might affect projections for future aviation maintenance industry workforce needs and project technical worker shortfalls;
- (4) analyze the impact of Federal regulation, including Federal Aviation Administration oversight of certification, testing, and education programs, on employment of technical workers in the aviation maintenance industry;
- (5) develop recommendations on how Federal Aviation Administration regulations and policies could be improved to modernize training programs at aviation maintenance technical schools and address aviation maintenance industry needs for technical workers;
- (6) develop recommendations for better coordinating actions by government, educational institutions, and businesses to support workforce growth in the aviation maintenance industry; and
- (7) develop recommendations for addressing the needs for government funding, private investment, equipment for training purposes, and other resources necessary to strengthen existing training programs or develop new training programs to support workforce growth in the aviation industry.

(g) REPORT.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall submit to the appropriate committees of Congress a report on the results of the study.

(h) DEFINITIONS.—In this section, the following definitions apply:

(1) AVIATION MAINTENANCE INDUSTRY.—The term “aviation maintenance industry” means repair stations certificated under part 145 of title 14, Code of Federal Regulations.

(2) TECHNICAL WORKER.—The term “technical worker” means an individual authorized under part 43 of title 14, Code of Federal Regulations, to maintain, rebuild, alter, or perform preventive maintenance on an aircraft, airframe, aircraft engine, propeller, appliance, or component part or employed by an entity so authorized to perform such a function.

Report: No language in H.R. 4 or S. 1405.

H.R. 302 Section-by-section:

- House: This section requires the Comptroller General to conduct a study and issue recommendations on aviation workforce data and workforce needs in the aviation maintenance sector. This section requires this report to Congress no later than one year after the date of enactment.
- Senate: This section directs the FAA to issue a final rule within 180 days of enactment to modernize the training programs at aviation maintenance technician schools. This section requires the GAO to conduct a study and issue recommendations on aviation workforce data and workforce needs in the aviation maintenance sector and submit a report to Congress no later than one year after the date of enactment.

Aviation Workforce Development Programs

DUE DATE: Ongoing
NATA-supported

H.R. 302 Bill language:

SEC. 625. AVIATION WORKFORCE DEVELOPMENT PROGRAMS.

(a) IN GENERAL.—The Secretary of Transportation shall establish—

- (1) a program to provide grants for eligible projects to support the education of future aircraft pilots and the development of the aircraft pilot workforce; and
- (2) a program to provide grants for eligible projects to support the education and recruitment of aviation maintenance technical workers and the development of the aviation maintenance workforce.

(b) PROJECT GRANTS.—

- (1) IN GENERAL.—Out of amounts made available under section 48105 of title 49, United States Code, not more than \$5,000,000 for each of fiscal years 2019 through 2023 is authorized to be expended to provide grants under the program established under subsection (a)(1), and \$5,000,000 for each of fiscal years 2019 through 2023 is authorized to provide grants under the program established under subsection (a)(2).
- (2) DOLLAR AMOUNT LIMIT.—Not more than \$500,000 shall be available for any 1 grant in any 1 fiscal year under the programs established under subsection (a).

(c) ELIGIBLE APPLICATIONS.—

- (1) An application for a grant under the program established under subsection (a)(1) shall be submitted, in such form as the Secretary may specify, by—
 - (A) an air carrier, as defined in section 40102 of title 49, United States Code, or a labor organization representing aircraft pilots;
 - (B) an accredited institution of higher education (as defined in section 101 of the Higher Education Act of 1965 (20 U.S.C. 1001)) or a high school or secondary school (as defined in section 7801 of the Higher Education Act of 1965 (20 U.S.C. 7801));
 - (C) a flight school that provides flight training, as defined in part 61 of title 14, Code of Federal Regulations, or that holds a pilot school certificate under part 141 of title 14, Code of Federal Regulations; or
 - (D) a State or local governmental entity.
- (2) An application for a grant under the pilot program established under subsection (a)(2) shall be submitted, in such form as the Secretary may specify, by—
 - (A) a holder of a certificate issued under part 21, 121, 135, or 145 of title 14, Code of Federal Regulations or a labor organization representing aviation maintenance workers;
 - (B) an accredited institution of higher education (as defined in section 101 of the Higher Education Act of 1965 (20 U.S.C. 1001)) or a high school or secondary school (as defined in section 7801 of the Elementary and Secondary Education Act of 1965 (20 U.S.C. 7801)); and (C) a State or local governmental entity.

(d) ELIGIBLE PROJECTS.—

- (1) For purposes of the program established under subsection (a)(1), an eligible project is a project—
 - (A) to create and deliver curriculum designed to provide high school students with meaningful aviation education that is designed to prepare the students to become aircraft pilots, aerospace engineers, or unmanned aircraft systems operators; or
 - (B) to support the professional development of teachers using the curriculum described in subparagraph (A).

(2) For purposes of the pilot program established under subsection (a)(2), an eligible project is a project—

- (A) to establish new educational programs that teach technical skills used in aviation maintenance, including purchasing equipment, or to improve existing such programs;
- (B) to establish scholarships or apprenticeships for individuals pursuing employment in the aviation maintenance industry;
- (C) to support outreach about careers in the aviation maintenance industry to—
 - (i) primary, secondary, and post-secondary school students; or
 - (ii) to communities underrepresented in the industry;
- (D) to support educational opportunities related to aviation maintenance in economically disadvantaged geographic areas;
- (E) to support transition to careers in aviation maintenance, including for members of the Armed Forces; or
- (F) to otherwise enhance aviation maintenance technical education or the aviation maintenance industry workforce.

(e) GRANT APPLICATION REVIEW.—In reviewing and selecting applications for grants under the programs established under subsection (a), the Secretary shall—

- (1) prior to selecting among competing applications, consult, as appropriate, with representatives of aircraft repair stations, design and production approval holders, air carriers, labor organizations, business aviation, general aviation, educational institutions, and other relevant aviation sectors; and
- (2) ensure that the applications selected for projects established under subsection (a)(1) will allow participation from a diverse collection of public and private schools in rural, suburban, and urban areas.

Report: No language in H.R. 4 or S. 1405.

H.R. 302 Section-by-section:

- House: This section requires FAA to establish an aircraft pilot workforce development program to support the education of future pilots and development of a pilot workforce. This section directs the FAA to establish a program to provide grants (\$5 million per year for fiscal years 2019 through 2023) for eligible projects to support the education of future pilots and the development of the aircraft pilot workforce.
- Senate: This section requires FAA to establish an aircraft pilot workforce development program to support the education of future pilots and development of a pilot workforce. It also directs the FAA to establish a program to provide grants (\$5 million/year for FY 2019-23) for eligible projects to support the education of future pilots and the development of the aircraft pilot workforce. Eligible projects include those that create and deliver curricula designed to prepare high school students to become aircraft pilots, aerospace engineers, or unmanned aircraft systems operators.