HR 302 FAA Reauthorization Bill
$17 billion, authorized through 2023

Aircraft Noise

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

REGIONAL OMBUDSMEN Section 180: FAA Regional Administrator shall designate a Regional Ombudsman for the region to serve a regional liaison with the public, including community groups, on issues regarding aircraft noise, pollution, and safety; make recommendations to the Administrator for the region to address concerns raised by the public and improve the consideration of public comments in decision-making processes; and be consulted on proposed changes in aircraft operations affecting the region, including arrival and departure routes, in order to minimize environmental impacts, including noise.

NORTH SHORE Section 182: 60 days of public comment and no later than 30 days after enactment, hold public hearing in the impacted communities to solicit feedback. Requires the FAA administrator to review the North Shore Helicopter Route to assess the noise impact on affected communities, enforcement of applicable flight standards including altitude requirements, and availability of alternative or supplemental routes including an all water route over the Atlantic Ocean.

AIRCRAFT NOISE EXPOSURE Section 187: FAA shall conclude ongoing review of the relationship between aircraft noise exposure and its effects on communities around airports.

STUDY REGARDING DAY-NIGHT AVERAGE SOUND LEVELS Section 188: FAA to evaluate alternative metrics to the current average day-night level standard, such as the use of actual noise sampling and other methods, to address community airplane noise concerns.

STUDY ON POTENTIAL HEALTH AND ECONOMIC IMPACTS OF OVERFLIGHT NOISE Section 189: FAA partner with eligible institution of higher education to conduct a study on the health impacts of noise from aircraft flights on residents exposed to a range of noise levels from flights. Focused on residents in the metropolitan area of Boston; Chicago; DC; New York; the Northern California Metroplex; Phoenix; the Southern California Metroplex; Seattle; such other area as may be identified by the FAA.

ATC

REPORT ON AIR TRAFFIC CONTROL MODERNIZATION Section 502: The Administrator shall submit to the appropriate committees of Congress a report describing the multiyear effort of the Administration to modernize the air transportation system.

FAA DATA TRANSPARENCY Section 519: Biennially for 8 years, the Administrator and the COO of the Air Traffic Organization to report the total costs and the total revenues received from each segment of air traffic services users.
ENHANCED AIR TRAFFIC SERVICES Section 547: The Administrator shall establish a pilot program to provide air traffic control services on a preferential basis to aircraft equipped with certain NextGen avionics that lasts at least 2 years; and operates in at least 3 suitable airports. Preferential basis means:

- Prioritizing aircraft equipped with certain NextGen avionics during a Ground Delay Program by assigning them fewer minutes of delay relative to other aircraft
- Sequencing aircraft equipped with certain NextGen avionics ahead of other aircraft in the Traffic Flow Management System to the maximum extent consistent with safety

The pilot program shall terminate on September 30, 2023.

LEAD FUEL

LEAD EMISSIONS Section 177: Study aviation gasoline and include assessment of existing non-leaded fuel alternatives, ambient lead concentrations at and around airports where piston-powered general aviation aircraft are used; and mitigation measures to reduce ambient lead concentrations, including increasing the size of run-up areas, relocating run-up areas, imposing restrictions on aircraft using aviation gasoline, and increasing the use of motor gasoline in piston-powered general aviation aircraft.

AVIATION FUEL Section 565: The Administrator shall allow the use of an unleaded aviation gasoline in an aircraft as a replacement for a leaded gasoline if the Administrator:

- Determines that the unleaded aviation gasoline qualifies as a replacement for an approved leaded gasoline;
- Identifies the aircraft and engines that are eligible to use the qualified replacement;
- Adopts a process (other than the traditional means of certification) to allow eligible aircraft and engines to operate using qualified replacement unleaded gasoline

Existing regulatory mechanisms by which an unleaded aviation gasoline can be approved for use in an engine or aircraft by Type or Supplemental Type Certificate for individual aircraft and engine types or by Approved Model List Supplemental Type Certificate providing coverage for a broad range of applicable types of aircraft or engines identified in the application shall continue to be fully available as a means of approving and bringing an unleaded aviation gasoline into general use.

FAA Certification and Regulatory

AIRCRAFT CERTIFICATION PERFORMANCE OBJECTIVES AND METRICS Section 211: FAA shall establish performance objectives and apply and track performance metrics for the FAA and the aviation industry relating to aircraft certification.

FLIGHT STANDARDS PERFORMANCE OBJECTIVES AND METRICS Section 221: FAA shall establish performance objectives and apply and track performance metrics for the FAA and the aviation industry relating to flight standards activities.

FAA TASK FORCE ON FLIGHT STANDARDS REFORM Section 222: Task Force shall at a minimum, identifying best practices and provide recommendations on:
• Simplifying and streamlining flight standards regulatory processes, including issuance and oversight of certificates;
• Reorganizing Flight Standards Services to establish an entity organized by function rather than geographic region, if appropriate;
• FAA aviation safety inspector training opportunities;
• 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;
• FAA aviation safety inspector standards and performance;
• Achieving, across the FAA, consistent regulatory interpretations; and application of oversight activities.

REGULATORY CONSISTENCY COMMUNICATIONS BOARD Section 224: Board shall establish a process by which FAA personnel and regulated entities may submit anonymous regulatory interpretation questions without fear of retaliation and FAA personnel may receive responses as to whether a previous approval or regulatory interpretation issued by FAA personnel in another office or region is correct or incorrect.

135 PILOT REST AND DUTY RULES Section 315: FAA to convene an aviation rulemaking committee to review, and develop findings and recommendations regarding, pilot rest and duty rules.

DESIGNATED PILOT EXAMINER REFORMS Section 319: FAA to assign to the Aviation Rulemaking Advisory Committee the task of reviewing all regulations and policies related to designated pilot examiners. The Committee shall focus on the processes and requirements by which the FAA selects, trains, and deploys individuals as designated pilot examiners, and provide recommendations with respect to the regulatory and policy changes necessary to ensure an adequate number of designated pilot examiners are deployed and available to perform their duties.

PERFORMANCE-BASED STANDARDS Section 329: FAA shall, to maximum extent possible, ensure that regulations, guidance, and policies issued by the FAA are issued in the form of performance-based standards, providing an equal or higher level of safety.

TFR REPORT Section 529: The Administrator shall submit study to Congress making recommendations on the economic effects of temporary flight restrictions, particularly Presidential TFRs, on airports or aviation-related businesses located or based in an area covered by the TFR, and potential options and recommendations for mitigating identified negative economic effects. The Administrator shall consult with industry stakeholders.

REPORT ON ILLEGAL CHARTER FLIGHTS Section 540: Secretary of Transportation submit to Congress an analysis of reports filed during 10-year period through the illegal charter hotline of the FAA and other sources.

FAA ORGANIZATIONAL REFORM Section 545: There shall be a Chief Technology Officer appointed by the Chief Operating Officer. The CTO shall report directly to the COO.

AIRCRAFT REGISTRATION Section 556: The Administrator shall initiate a rulemaking to increase the duration of aircraft registrations for noncommercial general aviation aircraft to 7 years.
SPECIAL REVIEW Section 572: Federal Aviation Management Advisory Council shall initiate a special review of the FAA to review the practices and procedures of the FAA for developing proposals with respect to changes in regulations, policies, or guidance relating to airspaces that affect airport operations, airport capacity, the environment, or communities near airports. Assessment to include review of consultation between FAA and affected entities including aircraft operators. Review to include recommendations on procedures to improve communications and coordination between FAA and affected entities. The Council shall include general aviation, including business aviation and rotorcraft in the special review.

RESEARCH PLAN FOR THE CERTIFICATION OF NEW TECHNOLOGIES INTO THE NAS Section 741: The Administrator, in consultation with NASA, shall provide a comprehensive research plan to Congress for the certification of new technologies into the NAS. This plan shall identify research necessary to support the certification and implementation of NextGen, including both ground and air elements, and explain the plan’s relationship to other activities and procedures required for certification and implementation of new technologies into the NAS.

General Aviation Infrastructure

EXTENDING AVIATION DEVELOPMENT STREAMLINING Section 191: Helipads are included as eligible projects in airport construction or improvement projects.

HELIUMER AIR AMBULANCE

HELIUMER AIR AMBULANCE OPERATIONS DATA AND REPORTS Section 314: Administrator in collaboration with helicopter air ambulance industry shall assess the availability of information to the general public related to the location of heliports and helipads used by helicopter air ambulance services. Based on the assessment, update as necessary and develop new database.

ADVISORY COMMITTEE ON AIR AMBULANCE AND PATIENT BILLING Section 418: 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. The advisory committee shall make recommendations to address:

- 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:
  - Developing cost-allocation methodologies to separate charges for air transportation services from charges for non-air transportation services
  - Formats for bills and invoices that clearly distinguish between charges for air transportation services and charges for non-air transportation services
- Options, best practices, and identified standards to prevent instances of balance billing
- Steps that can be taken by State legislatures, State insurance regulators, State attorneys general, and other State officials as appropriate, regarding consumer protection
• Recommendations made by the Comptroller General study, GAO–17–637, including what additional data from air ambulance operators and other sources should be collected by the DOT 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:
  o Cost data;
  o Standard charges and payments received per transport;
  o Whether the provider is part of a hospital-sponsored program, municipality-sponsored program, hospital-independent partnership (hybrid) program, or independent program;
  o Number of transports per base and helicopter;
  o Market shares of air ambulance providers inclusive of any parent or holding companies;
  o Any data indicating the extent of competition among air ambulance providers on the basis of price and service;
  o Prices assessed to consumers and insurers for air transportation and any non-transportation services provided by air ambulance providers;
  o Financial performance of air ambulance providers;

AIR AMBULANCE COMPLAINTS TO THE DEPARTMENT OF TRANSPORTATION Section 419: Each air ambulance provider shall include the hotline telephone number, link to the Internet website, and contact information for the Aviation Consumer Advocate on any invoice, bill, or other communication provided to a passenger or customer of the provider; and its Internet Web site, and any related mobile device application.

REPORT TO CONGRESS ON AIR AMBULANCE OVERSIGHT Section 420: Secretary of Transportation shall submit a report to the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science, and Transportation on air ambulance oversight. The report shall include a description of how the Secretary will conduct oversight of air ambulance providers and a timeline for the issuance of any guidance concerning unfair and deceptive practices among air ambulance providers, including guidance for States and political subdivisions of States to refer such matters to the Secretary.

NextGen

RETURN ON INVESTMENT REPORT Section 503: Annually until the date that each NextGen program has a positive return on investment, the Administrator shall submit to the appropriate committees of Congress a report on the status of each NextGen program, including the most recent priority list.

2020 ADS-B OUT MANDATE PLAN Section 505: Administrator in collaboration with the NextGen Advisory Committee shall identify any known and potential barriers to compliance with the 2020 ADS-B Out mandate; develop a plan to address known barriers; submit plan to Congress.

NEXTGEN DELIVERY STUDY Section 534: DOT’s inspector general shall initiate a study of the potential impacts of a significantly delayed, significantly diminished, or completely failed delivery of the Next Generation Air Transportation System modernization initiative by the FAA, including impacts to the ATC system and the NAS.
**Pilots**

**EXPANSION OF PILOT’S BILL OF RIGHTS Section 392:** Release of investigative reports – In any proceedings relating to amendment, modification, suspension, or revocation of an airman certificate, the Administrator shall provide, upon request, to the individual holding the airman certificate the releasable portion of the investigative report. If report not released the individual may move to dismiss the complaint.

**NOTIFICATION OF REEXAMINATION OF CERTIFICATE HOLDERS Section 393:** Before taking any action to reexamine an airman the Administrator shall provide a reasonable basis, described in detail, for requesting the reexamination.

**EXPEDITING UPDATES TO NOTAM PROGRAM Section 394:** The Administrator may not take any enforcement action against an airman for a violation of a NOTAM during a flight if that NOTAM is not available through the repository before the commencement of the flight; and that NOTAM is not reasonably accessible and identifiable to the airman.

**PILOTS SHARING FLIGHT EXPENSES WITH PASSENGERS Section 515:** The Administrator shall issue advisory guidance that describes how a pilot may share flight expenses with passengers in a manner consistent with Federal law, including regulations. Comptroller General to submit to Congress a report analyzing Federal policy on pilots sharing flight expenses with passengers.

**Privacy**

**RIGHT TO PRIVACY WHEN USING AIR TRAFFIC CONTROL SYSTEM Section 566:** Administrator shall, upon request of a private aircraft owner or operator, block the registration number of the aircraft from any public dissemination or display, except in data made available to a Government agency, for the noncommercial flights of the owner or operator.

**Public Aircraft**

**PUBLIC AIRCRAFT ELIGIBLE FOR LOGGING FLIGHT TIMES Section 517:** Aircraft under the direct operational control of forestry and fire protection agencies as public aircraft are eligible for logging flight times

**SAFETY**

**SAFETY OVERSIGHT AND CERTIFICATION ADVISORY COMMITTEE Section 202:** FAA to establish a Safety Oversight and Certification Advisory Committee to 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:

- Aircraft and flight standards certification processes, including efforts to streamline those processes
- Implementation and oversight of safety management systems
- Risk-based oversight efforts
- Utilization of delegation and designation authorities, including organization designation authorization
- Regulatory interpretation standardization efforts
- Training programs
- Expediting the rulemaking process and giving priority to rules related to safety
- Enhancing global competitiveness of US manufactured and US type certificated aerospace and aviation products and services throughout the world.

**CENTRALIZED SAFETY GUIDANCE DATABASE Section 223:** FAA shall establish a centralized safety guidance database that will encompass all of the regulatory guidance documents of the FAA Office of Aviation Safety

**FAA AND NTSB REVIEW OF GENERAL AVIATION SAFETY Section 308:** Study of general aviation safety to include:

- Review of all general aviation accidents since 2000
- Assessment of the most common probable cause determinations issued for general aviation accidents since 2000
- Assessment of the most common facts analyzed by the FAA and the NTSB in the course of investigations of general aviation accidents since 2000, including operational details;
- Review of the safety recommendations of the NTSB related to general aviation accidents since 2000;
- Assessment of the responses of the FAA and the general aviation community to the safety recommendations of the NTSB related to general aviation accidents since 2000
- Assessment of the most common general aviation safety issues;
- Review of the total costs to the Federal Government to conduct investigations of general aviation accidents over the last 10 years;
- Other matters the Administrator considers appropriate.

**PART 135 ACCIDENT AND INCIDENT DATA Section 311:** Administrator in collaboration with NTSB and part 135 industry stakeholders determine if any additional data should be reported as part of an accident or incident notice to more accurately measure safety of 135 activity, pinpoint safety problems and to form the basis for critical research and analysis of general aviation issues.

**HELIICOPTER FUEL SYSTEM SAFETY Section 317:** Implements recommendations from the FAA’s Rotorcraft Occupant Protection Working Group to require all newly manufactured helicopters to meet certain standards to improve helicopter fuel system crash resistance within 18 months.

**TOWER MARKING Section 576:** All covered towers shall be either clearly marked consistent with applicable guidance in the advisory circular of the FAA issued December 4, 2015 (AC 70/7460-16 IL); or included in the FAA database which contains the location and height of covered towers.
INTEGRATION OF UAS INTO NATIONAL AIRSPACE SYSTEM Section 341: Develop a comprehensive plan to safely accelerate the integration of civil UAS into the national airspace system. Rulemaking to define acceptable standards for operation and certification of UAS; ensure UAS includes a sense-and-avoid capability; and establish standards and requirements for the operator and pilot, including standards and requirements for registration and licensing.

UPDATE OF FAA COMPREHENSIVE PLAN Section 342: update the comprehensive plan to develop a concept of operations for the integration of UAS into the national airspace system.

SMALL UNMANNED AIRCRAFT SAFETY STANDARDS Section 345: FAA to establish a process for:

- Accepting risk-based consensus safety standards related to the design, production, and modification of small UAS;
- Authorizing the operation of small UAS make and model designed, produced, or modified in accordance with the consensus safety standards
- Authorizing a manufacturer to self-certify a small UAS make or model that complies with consensus safety standards
- Certifying a manufacturer of small UAS that has demonstrated compliance with the consensus safety standards

PUBLIC UAS Section 346: Secretary of Transportation shall issue guidance regarding the operation of a public UAS to streamline and expedite the process for the issuance of a certificate of authorization or a certificate of waiver; to facilitate the capability of public agencies to develop and use test ranges; and provide guidance on a public agency’s responsibilities when operating an UAS without a civil airworthiness certificate issued by the Administration.

SPECIAL AUTHORITY FOR CERTAIN UAS Section 347: Secretary of Transportation shall use a risk-based approach to determine if certain UAS may operate safely in the national airspace system.

CARRIAGE OF PROPERTY BY SMALL UAS FOR COMPENSATION OR HIRE Section 348: FAA hall update existing regulations to authorize the carriage of property by operators of small UAS for compensation or hire within the US.

EXCEPTION FOR LIMITED RECREATIONAL OPERATIONS OF UAS Section 349: A person may operate a small UAS without certification or operating authority from the FAA if:

- The aircraft is flown for recreational purposes;
- The aircraft is operated in accordance with a community-based organization’s safety guidelines developed in coordination with the FAA;
- Flown within visual line of sight, or a visual observer;
- Does not interfere with manned aircraft;
- Obtains prior authorization for operation in Class B, C, D or E airspace;
- Not flown more than 400 feet above the ground in Class G;
- Operator passes an online aeronautical knowledge and safety test;
- Aircraft is registered and marked
FAA may promulgate rules on registration and marking of UAS; standards for remotely identifying owners and operators of UAS; and updates to the operational parameters for UAS. FAA in consultation with manufacturers of UAS and other industry stakeholders shall develop an aeronautical knowledge and safety test. This section modifies previous “Section 336” legislation.

UAS INTEGRATION PILOT PROGRAM Section 351: Secretary of Transportation shall accept applications from State, local, and Tribal governments, in partnership with UAS operators and other private-sector stakeholders, to test and evaluate the integration of civil and public UAS operations into the low-altitude national airspace system. Objectives are to:

- Accelerate the safe integration of UAS into the NAS by testing and validating new concepts of beyond visual line of sight operations in a controlled environment, focusing on detect and avoid technologies, command and control links, navigation, weather, and human factors;
- Address ongoing concerns regarding the potential security and safety risks associated with UAS operating near humans and critical infrastructure;
- Promote innovation in and development of the nation’s UAS industry;
- Identify the most effective models of balancing local and national interests in UAS integration.

PART 107 TRANSPARENCY AND TECHNOLOGY IMPROVEMENTS Section 352: FAA shall publish on website a representative sample of the safety justifications offered by applicants for waivers that have been approved.

EMERGENCY EXEMPTION PROCESS Section 353: FAA as necessary to update and improve process to ensure that civil and public operators, including local law enforcement agencies and first responders, continue to use unmanned aircraft system operations quickly and efficiently in response to a catastrophe, disaster, or other emergency. Administrator shall develop best practices for the use of unmanned aircraft systems by States and localities to respond to a catastrophe, disaster, or other emergency response and recovery operation.

UNDERGROUND Section 354: UAS operated underground for mining purposes shall not be subject to regulation or enforcement by the FAA.

UAS PRIVACY REVIEW Section 358: Comptroller General shall carry out a review of the privacy issues and concerns associated with the operation of UAS in the NAS.

STUDY ON FIRE DEPARTMENT AND EMERGENCY SERVICE AGENCY USE OF UAS Section 359: FAA shall conduct a study on UAS use by fire departments and emergency service to include an analysis of:

- How fire departments and emergency service agencies currently use UAS;
- Obstacles to greater use of UAS;
- Best way to provide outreach to support greater use of UAS;
- Laws or regulations that present barriers to career, combination, and volunteer fire departments’ ability to use UAS;
- Training and certifications required for the use of UAS;
- Airspace limitations and concerns in the use of UAS;
- Roles of UAS in the provision of fire and emergency services;
- Technological challenges to greater adoption of UAS.
FINANCING OF UNMANNED AIRCRAFT SERVICES Section 360: Comptroller shall initiate a study on appropriate fee mechanisms to recover the costs of the regulation and safety oversight of unmanned aircraft and unmanned aircraft systems; and the provision of air navigation services to unmanned aircraft and unmanned aircraft systems.

AG SPRAYING Section 361: Administrator shall evaluate aviation safety requirements for UAS operations engaged in aerial spraying of chemicals for agricultural purposes.

SENSE OF CONGRESS REGARDING UNMANNED AIRCRAFT SAFETY Section 362: It is the sense of Congress that UAS operations near airports pose a significant safety concern. The Administrator should pursue remedies available, including referrals to other government agencies for criminal investigations, with respect to persons who operate unmanned aircraft in an unsafe manner. The Administrator should prioritize measures to educate the public about operating UAS over areas what have temporary flight restriction in place for the purposes of wildfires, should partner with state and local law enforcement to enforce laws so that UAS do not interfere with efforts of emergency responders, and manufacturers should take steps to educate consumers about safe and lawful UAS operations.

PROHIBITION REGARDING WEAPONS Section 363: Unless authorized by the Administrator, a person may not operate an unmanned aircraft or unmanned aircraft system that is equipped or armed with a dangerous weapon.

U.S. COUNTER-UAS SYSTEM REVIEW OF INTERAGENCY COORDINATION PROCESSES Section 364: The Administrator, in consultation with government agencies currently authorized to operate Counter-Unmanned Aircraft System (C-UAS) systems shall initiate a review of the process of:

- Interagency coordination of C-UAS activity;
- Standards for operation of C-UAS including: safety of the NAS; protecting individuals’ property on the ground; non-interference with avionics of manned aircraft and traffic control systems; adequate coordination procedures and protocols during the operation of C-UAS Systems; adequate training for persons using C-UAS systems; Assessment of the efficiency and effectiveness of the coordination; best practices of C-UAS systems; and current airspace authorization information from LAANC.

STRATEGY FOR RESPONDING TO PUBLIC SAFETY THREATS AND ENFORCEMENT OF UAS Section 366: Administrator shall develop a comprehensive strategy to provide outreach to State and local governments and provide guidance for local law enforcement agencies and first responders.

SENSE OF CONGRESS ON ADDITIONAL RULE MAKING AUTHORITY Section 370: Sense of Congress that integrating UAS into the NAS including beyond visual line of sight operations, night time operations and operations over people should remain a top priority for the FAA.

ASSESSMENT OF AIRCRAFT REGISTRATION FOR SMALL UNMANNED AIRCRAFT Section 371: Secretary of Transportation to estimate and assess compliance with and the effectiveness of the registration of small unmanned aircraft systems by the FAA.

ENFORCEMENT Section 372: The Administrator shall establish a pilot program to utilize available remote detection or identification technologies for safety oversight, including enforcement actions against operators of UAS that are not in compliance with applicable Federal aviation laws, including regulations.
Establish and publicize a mechanism for the public and Federal, State, and local law enforcement to report suspected operation of unmanned aircraft in violation of applicable Federal laws and regulations.

FEDERAL AND LOCAL AUTHORITIES Section 373: Comptroller General shall conduct a study on the relative roles of the Federal Government, State, local and Tribal governments in the regulation and oversight of low-altitude operations of UAS in the NAS.

SPECTRUM Section 374: Report on whether small UAS should be permitted to operate on spectrum designated for aviation use, on an unlicensed, shared, or exclusive basis for, for operations within the UTM system or outside of such a system.

PLAN FOR FULL OPERATIONAL CAPABILITY OF UNMANNED AIRCRAFT SYSTEMS TRAFFIC MANAGEMENT Section 376: The Administrator, in consultation with UAS industry stake holders, shall develop a plan to allow for the implementation of UAS traffic management (UTM) services that expand operations beyond visual line of sight, have full operational capability, and ensure the safety and security of all aircraft. Permits the testing of various remote identification and tracking technologies evaluated by the Unmanned Aircraft Systems Identification and Tracking Aviation Rulemaking Committee.

EARLY IMPLEMENTATION OF CERTAIN UTM SERVICES Section 377: The Administrator shall, upon request of a UTM service provider, determine if certain UTM services may operate safely in the national air space system before completion of the implementation plan required by section 376.

SENSE OF CONGRESS Section 378: Each person that uses an UAS for compensation or hire, or in the furtherance of a business enterprise, should have a written privacy policy that is appropriate to the nature and scope of the activities regarding the collection, use, retention, dissemination, and deletion of any data collected during the operation of an UAS.

COMMERCIAL AND GOVERNMENTAL OPERATORS Section 379: The FAA should make available by website any certification of waiver or authorization, a spreadsheet of UAS registrations with relevant details, description of UAS operations in general locations and expirations of those operations, links to any applicable privacy laws associated with those operations, a list of any operations that collect personally identifiable information and relevant details of the collection of data, and details of the operations of the UAS including location, date, time, etc.

OPERATION OF UNAUTHORIZED UNMANNED AIRCRAFT OVER WILDFIRES Section 382: An individual who operates an unmanned aircraft and knowingly or recklessly interferes with a wildfire suppression, or law enforcement or emergency response efforts related to a wildfire suppression, shall be fined, imprisoned for not more than 2 years, or both.

UNSAFE OPERATION OF UNMANNED AIRCRAFT Section 582: Punishes UAS operators that knowingly or recklessly operate an UAS that interferes with or disrupts the operation of an aircraft in a manner that poses an imminent safety hazard.

PROTECTION OF CERTAIN FACILITIES AND ASSETS FROM UNMANNED AIRCRAFT Section 1602: The Secretary and the Attorney General may take actions that are necessary to mitigate a credible threat that an UAS or unmanned aircraft poses to the safety or security of a covered facility or asset.
**Workforce**

**STUDENT OUTREACH REPORT Section 601:** FAA to submit to Congress a report that describes the Administration’s existing outreach efforts to elementary and secondary students to prepare and inspire students for aviation and aeronautical careers; and to mitigate an anticipated shortage of pilots and other aviation professionals.

**YOUTH ACCESS TO AMERICAN JOBS IN AVIATION TASK FORCE Section 602:** FAA to establish a Youth Access to American Jobs in Aviation Task Force to develop recommendations and strategies to:

- Facilitate and encourage high school students beginning in their junior year, to enroll in and complete career and technical education courses, that would prepare them to enroll in a course of study related to an aviation career
- Facilitate and encourage students to enroll in classes related to an aviation career, including aviation manufacturing, engineering and maintenance, at an institution of higher education
- Identify and develop pathways for students who complete a course of study to secure registered apprenticeships, workforce development programs, or careers in aviation

Task Force to include Institutions of higher education, including community colleges and aviation trade schools and other aviation and educational stakeholders and experts.

**SENSE OF CONGRESS REGARDING WOMEN IN AVIATION Section 611:** It is the sense of Congress that the aviation industry should explore all opportunities, including pilot training, science, technology, engineering, and mathematics education, and mentorship programs, to encourage and support female students and aviators to pursue a career in aviation.

**SUPPORTING WOMEN’S INVOLVEMENT IN THE AVIATION FIELD Section 612:** FAA shall create and facilitate the Women in Aviation Advisory Board with the objective of promoting organizations and programs that are providing education, training, mentorship, outreach, and recruitment of women into the aviation industry.

**AVIATION AND AEROSPACE WORKFORCE OF THE FUTURE Section 621:** Sense of Congress that:

- Public and private education institutions should make available to students and parents information on approved programs of study and career pathways
- Public and private education institutions should partner with aviation and aerospace companies to promote career paths available within the industry and share information on the unique benefits and opportunities the career paths offer
- Aviation companies should create opportunities, through apprenticeships or other mechanisms, to attract young people and enable them to gain critical skills
- The Federal Government should consider the needs of men and women interested in pursuing careers in the aviation and aerospace industry, the long-term personnel needs of the aviation and aerospace industry, and the role of aviation in the US economy in the creation and administration of educational and financial aid programs

**AVIATION AND AEROSPACE WORKFORCE OF THE FUTURE STUDY Section 622:** Comptroller General to conduct a study to evaluate the current and future supply of individuals in the aviation workforce; identify the factors influencing the supply of individuals, including barriers to entry; and identify
methods to increase the future supply of individuals in the aviation workforce, including best practices or programs to incentivize, recruit, and retain young people. Study to be done in consultation with aviation industry.

AVIATION MAINTENANCE INDUSTRY TECHNICAL WORKFORCE Section 624: FAA to modernize training programs at aviation maintenance technician schools. FAA to coordinate with stakeholders to develop and publish guidance or model curricula for aviation maintenance technician schools. FAA to revise and update at least once every 2 years as necessary.

Comptroller General to study technical workers in the aviation maintenance industry and analyze:

- Current Standard Occupational Classification system with regard to the aviation profession
- How changes to the Federal employment classification of aviation maintenance industry workers might affect government data on unemployment rates and wages
- How changes to employment classification of aviation maintenance industry workers might affect projections for future aviation maintenance industry workforce needs and project technical worker shortfalls
- Impact of Federal regulation, including FAA oversight of certification, testing, and education programs, on employment of technical workers in the aviation maintenance industry
- Develop recommendations on how FAA regulations and policies could be improved to modernize training programs at aviation maintenance technical schools
- Develop recommendations for better coordinating actions by government, educational institutions, and businesses to support workforce growth in the aviation maintenance industry
- 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

AVIATION WORKFORCE DEVELOPMENT PROGRAMS Section 625: Secretary of Transportation to establish 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 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.

COLLEGIATE TRAINING INITIATIVE PROGRAM FOR UNMANNED AIRCRAFT SYSTEMS Section 632: FAA shall establish a collegiate training initiative program relating to UAS under which the institutions prepare students for careers involving UAS.

Appendix of FAA Collaborative Opportunities

FAA TASK FORCE ON FLIGHT STANDARDS REFORM
135 PILOT REST AND DUTY RULES
TFR REPORT
SPECIAL REVIEW FOR DEVELOPING PROPOSALS FOR CHANGES IN REGULATIONS AND POLICIES
HELICOPTER AIR AMBULANCE OPERATIONS DATA AND REPORTS
ADVISORY COMMITTEE ON AIR AMBULANCE AND PATIENT BILLING