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(Original Signature of Member)

114TH CONGRESS
2D SESSION

H. RES.

Providing for the concurrence by the House in the Senate amendments to
H.R. 636, with amendments.

IN THE HOUSE OF REPRESENTATIVES

Mr. SHUSTER (for himself and Mr. DEFAZIO) submitted the following resolution;
which was referred to the Committee on

RESOLUTION

Providing for the concurrence by the House in the Senate
amendments to H.R. 636, with amendments.

1 *Resolved*, That upon the adoption of this resolution
2 the House shall be considered to have taken from the
3 Speaker's table the bill, H.R. 636, with the Senate amend-
4 ments thereto, and to have concurred in the Senate
5 amendments with the following amendments:

6 In lieu of the matter proposed to be inserted by
7 the amendment of the Senate to the text of the bill,
8 insert the following:

1 **SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

2 (a) **SHORT TITLE.**—This Act may be cited as the
3 “FAA Extension, Safety, and Security Act of 2016”.

4 (b) **TABLE OF CONTENTS.**—The table of contents for
5 this Act is as follows:

- Sec. 1. Short title; table of contents.
- Sec. 2. Appropriate committees of Congress defined.

TITLE I—FAA EXTENSION

Subtitle A—Airport and Airway Programs

- Sec. 1101. Extension of airport improvement program.
- Sec. 1102. Extension of expiring authorities.
- Sec. 1103. Federal Aviation Administration operations.
- Sec. 1104. Air navigation facilities and equipment.
- Sec. 1105. Research, engineering, and development.
- Sec. 1106. Funding for aviation programs.
- Sec. 1107. Essential air service.

Subtitle B—Revenue Provisions

- Sec. 1201. Expenditure authority from Airport and Airway Trust Fund.
- Sec. 1202. Extension of taxes funding Airport and Airway Trust Fund.

TITLE II—AVIATION SAFETY CRITICAL REFORMS

Subtitle A—Safety

- Sec. 2101. Pilot records database deadline.
- Sec. 2102. Cockpit automation management.
- Sec. 2103. Enhanced mental health screening for pilots.
- Sec. 2104. Laser pointer incidents.
- Sec. 2105. Crash-resistant fuel systems.
- Sec. 2106. Hiring of air traffic controllers.
- Sec. 2107. Training policies regarding assistance for persons with disabilities.
- Sec. 2108. Air travel accessibility.
- Sec. 2109. Additional certification resources.
- Sec. 2110. Tower marking.
- Sec. 2111. Aviation cybersecurity.
- Sec. 2112. Repair stations located outside United States.
- Sec. 2113. Enhanced training for flight attendants.

Subtitle B—UAS Safety

- Sec. 2201. Definitions.
- Sec. 2202. Identification standards.
- Sec. 2203. Safety statements.
- Sec. 2204. Facilitating interagency cooperation for unmanned aircraft author-
ization in support of firefighting operations and utility restora-
tion.

- Sec. 2205. Interference with wildfire suppression, law enforcement, or emergency response effort by operation of unmanned aircraft.
- Sec. 2206. Pilot project for airport safety and airspace hazard mitigation.
- Sec. 2207. Emergency exemption process.
- Sec. 2208. Unmanned aircraft systems traffic management.
- Sec. 2209. Applications for designation.
- Sec. 2210. Operations associated with critical infrastructure.
- Sec. 2211. Unmanned aircraft systems research and development roadmap.
- Sec. 2212. Unmanned aircraft systems-manned aircraft collision research.
- Sec. 2213. Probabilistic metrics research and development study.

Subtitle C—Time Sensitive Aviation Reforms

- Sec. 2301. Small airport relief for safety projects.
- Sec. 2302. Use of revenues at previously associated airport.
- Sec. 2303. Working group on improving air service to small communities.
- Sec. 2304. Computation of basic annuity for certain air traffic controllers.
- Sec. 2305. Refunds for delayed baggage.
- Sec. 2306. Contract weather observers.
- Sec. 2307. Medical certification of certain small aircraft pilots.
- Sec. 2308. Tarmac delays.
- Sec. 2309. Family seating.

TITLE III—AVIATION SECURITY

- Sec. 3001. Short title.
- Sec. 3002. Definitions.

Subtitle A—TSA PreCheck Expansion

- Sec. 3101. PreCheck program authorization.
- Sec. 3102. PreCheck program enrollment expansion.

Subtitle B—Securing Aviation From Foreign Entry Points and Guarding Airports Through Enhanced Security

- Sec. 3201. Last point of departure airport security assessment.
- Sec. 3202. Security coordination enhancement plan.
- Sec. 3203. Workforce assessment.
- Sec. 3204. Donation of screening equipment to protect the United States.
- Sec. 3205. National cargo security program.
- Sec. 3206. International training and capacity development.

Subtitle C—Checkpoint Optimization and Efficiency

- Sec. 3301. Sense of Congress.
- Sec. 3302. Enhanced staffing allocation model.
- Sec. 3303. Effective utilization of staffing resources.
- Sec. 3304. TSA staffing and resource allocation.
- Sec. 3305. Aviation security stakeholders defined.
- Sec. 3306. Rule of construction.

Subtitle D—Aviation Security Enhancement and Oversight

- Sec. 3401. Definitions.
- Sec. 3402. Threat assessment.
- Sec. 3403. Oversight.
- Sec. 3404. Credentials.

- Sec. 3405. Vetting.
- Sec. 3406. Metrics.
- Sec. 3407. Inspections and assessments.
- Sec. 3408. Covert testing.
- Sec. 3409. Security directives.
- Sec. 3410. Implementation report.
- Sec. 3411. Miscellaneous amendments.

Subtitle E—Checkpoints of the Future

- Sec. 3501. Checkpoints of the future.
- Sec. 3502. Pilot program for increased efficiency and security at Category X airports.
- Sec. 3503. Pilot program for the development and testing of prototypes for airport security systems.
- Sec. 3504. Report required.
- Sec. 3505. Funding.
- Sec. 3506. Acceptance and provision of resources by the Transportation Security Administration.

Subtitle F—Miscellaneous Provisions

- Sec. 3601. Visible deterrent.
- Sec. 3602. Law enforcement training for mass casualty and active shooter incidents.
- Sec. 3603. Assistance to airports and surface transportation systems.

1 **SEC. 2. APPROPRIATE COMMITTEES OF CONGRESS DE-**
2 **FINED.**

3 In this Act, unless expressly provided otherwise, the
4 term “appropriate committees of Congress” means the
5 Committee on Commerce, Science, and Transportation of
6 the Senate and the Committee on Transportation and In-
7 frastructure of the House of Representatives.

8 **TITLE I—FAA EXTENSION**
9 **Subtitle A—Airport and Airway**
10 **Programs**

11 **SEC. 1101. EXTENSION OF AIRPORT IMPROVEMENT PRO-**
12 **GRAM.**

13 (a) AUTHORIZATION OF APPROPRIATIONS.—Section
14 48103(a) of title 49, United States Code, is amended by

1 striking “fiscal years 2012 through 2015” and all that
2 follows through the period at the end and inserting “fiscal
3 years 2012 through 2017.”.

4 (b) PROJECT GRANT AUTHORITY.—Section 47104(c)
5 of title 49, United States Code, is amended in the matter
6 preceding paragraph (1) by striking “July 15, 2016,” and
7 inserting “September 30, 2017.”.

8 **SEC. 1102. EXTENSION OF EXPIRING AUTHORITIES.**

9 (a) Section 47107(r)(3) of title 49, United States
10 Code, is amended by striking “July 16, 2016” and insert-
11 ing “October 1, 2017”.

12 (b) Section 47115(j) of title 49, United States Code,
13 is amended by striking “fiscal years 2012 through 2015”
14 and all that follows through “July 15, 2016,” and insert-
15 ing “fiscal years 2012 through 2017.”.

16 (c) Section 47124(b)(3)(E) of title 49, United States
17 Code, is amended by striking “fiscal years 2012 through
18 2015” and all that follows through “July 15, 2016,” and
19 inserting “fiscal years 2012 through 2017”.

20 (d) Section 47141(f) of title 49, United States Code,
21 is amended by striking “July 15, 2016” and inserting
22 “September 30, 2017”.

23 (e) Section 41743(e)(2) of title 49, United States
24 Code, is amended by striking “2015” and inserting
25 “2017”.

1 (f) Section 186(d) of the Vision 100—Century of
2 Aviation Reauthorization Act (117 Stat. 2518) is amended
3 by striking “fiscal years 2012 through 2015” and all that
4 follows through “July 15, 2016,” and inserting “fiscal
5 years 2012 through 2017”.

6 (g) Section 409(d) of the Vision 100—Century of
7 Aviation Reauthorization Act (49 U.S.C. 41731 note) is
8 amended by striking “July 15, 2016” and inserting “Sep-
9 tember 30, 2017”.

10 (h) Section 140(c)(1) of the FAA Modernization and
11 Reform Act of 2012 (126 Stat. 28) is amended—

12 (1) by striking “fiscal years 2013 through
13 2016,” and inserting “fiscal years 2013 through
14 2017,”; and

15 (2) by inserting before the period at the end the
16 following: “or an extension of this Act”.

17 (i) Section 332(c)(1) of the FAA Modernization and
18 Reform Act of 2012 (49 U.S.C. 40101 note) is amended
19 by striking “5 years after the date of enactment of this
20 Act” and inserting “on September 30, 2019”.

21 (j) Section 411(h) of the FAA Modernization and Re-
22 form Act of 2012 (49 U.S.C. 42301 prec. note) is amend-
23 ed by striking “July 15, 2016” and inserting “September
24 30, 2017”.

1 (k) Section 822(k) of the FAA Modernization and
2 Reform Act of 2012 (49 U.S.C. 47141 note) is amended
3 by striking “July 15, 2016” and inserting “September 30,
4 2017”.

5 **SEC. 1103. FEDERAL AVIATION ADMINISTRATION OPER-**
6 **ATIONS.**

7 Section 106(k) of title 49, United States Code, is
8 amended—

9 (1) by striking paragraph (1)(E) and inserting
10 the following:

11 “(E) \$9,909,724,000 for each of fiscal
12 years 2016 and 2017.”; and

13 (2) in paragraph (3) by striking “fiscal years
14 2012 through 2015” and all that follows through
15 “July 15, 2016,” and inserting “fiscal years 2012
16 through 2017,”.

17 **SEC. 1104. AIR NAVIGATION FACILITIES AND EQUIPMENT.**

18 Section 48101(a)(5) of title 49, United States Code,
19 is amended to read as follows:

20 “(5) \$2,855,000,000 for each of fiscal years
21 2016 and 2017.”.

22 **SEC. 1105. RESEARCH, ENGINEERING, AND DEVELOPMENT.**

23 Section 48102(a)(9) of title 49, United States Code,
24 is amended to read as follows:

1 “(9) \$166,000,000 for each of fiscal years 2016
2 and 2017.”.

3 **SEC. 1106. FUNDING FOR AVIATION PROGRAMS.**

4 (a) IN GENERAL.—Section 48114 of title 49, United
5 States Code, is amended—

6 (1) in subsection (a)(2) by striking “fiscal year
7 2016,” and inserting “fiscal year 2017,”; and

8 (2) in subsection (c)(2) by striking “fiscal year
9 2016” and inserting “fiscal year 2017”.

10 (b) COMPLIANCE WITH AVIATION FUNDING RE-
11 QUIREMENT.—The budget authority authorized in this
12 title, including the amendments made by this title, shall
13 be deemed to satisfy the requirements of subsections
14 (a)(1)(B) and (a)(2) of section 48114 of title 49, United
15 States Code, for each of fiscal years 2016 and 2017.

16 **SEC. 1107. ESSENTIAL AIR SERVICE.**

17 Section 41742(a)(2) of title 49, United States Code,
18 is amended by striking “fiscal year 2014,” and all that
19 follows through “July 15, 2016,” and inserting “fiscal
20 year 2014, \$93,000,000 for fiscal year 2015, and
21 \$175,000,000 for each of fiscal years 2016 and 2017”.

1 **Subtitle B—Revenue Provisions**

2 **SEC. 1201. EXPENDITURE AUTHORITY FROM AIRPORT AND** 3 **AIRWAY TRUST FUND.**

4 (a) IN GENERAL.—Section 9502(d)(1) of the Inter-
5 nal Revenue Code of 1986 is amended—

6 (1) in the matter preceding subparagraph (A),
7 by striking “July 16, 2016” and inserting “October
8 1, 2017”; and

9 (2) in subparagraph (A), by striking the semi-
10 colon at the end and inserting “or the FAA Exten-
11 sion, Safety, and Security Act of 2016;”.

12 (b) CONFORMING AMENDMENT.—Section 9502(e)(2)
13 of such Code is amended by striking “July 16, 2016” and
14 inserting “October 1, 2017”.

15 **SEC. 1202. EXTENSION OF TAXES FUNDING AIRPORT AND** 16 **AIRWAY TRUST FUND.**

17 (a) FUEL TAXES.—Section 4081(d)(2)(B) of the In-
18 ternal Revenue Code of 1986 is amended by striking “July
19 15, 2016” and inserting “September 30, 2017”.

20 (b) TICKET TAXES.—

21 (1) PERSONS.—Section 4261(k)(1)(A)(ii) of
22 such Code is amended by striking “July 15, 2016”
23 and inserting “September 30, 2017”.

1 (2) PROPERTY.—Section 4271(d)(1)(A)(ii) of
2 such Code is amended by striking “July 15, 2016”
3 and inserting “September 30, 2017”.

4 (c) FRACTIONAL OWNERSHIP PROGRAMS.—

5 (1) TREATMENT AS NONCOMMERCIAL AVIA-
6 TION.—Section 4083(b) of such Code is amended by
7 striking “July 16, 2016” and inserting “October 1,
8 2017”.

9 (2) EXEMPTION FROM TICKET TAXES.—Section
10 4261(j) of such Code is amended by striking “July
11 15, 2016” and inserting “September 30, 2017”.

12 **TITLE II—AVIATION SAFETY**

13 **CRITICAL REFORMS**

14 **Subtitle A—Safety**

15 **SEC. 2101. PILOT RECORDS DATABASE DEADLINE.**

16 Section 44703(i)(2) of title 49, United States Code,
17 is amended by striking “The Administrator shall estab-
18 lish” and inserting “Not later than April 30, 2017, the
19 Administrator shall establish and make available for use”.

20 **SEC. 2102. COCKPIT AUTOMATION MANAGEMENT.**

21 Not later than 180 days after the date of enactment
22 of this Act, the Administrator of the Federal Aviation Ad-
23 ministration shall—

1 (1) develop a process to verify that air carrier
2 training programs incorporate measures to train pi-
3 lots on—

4 (A) monitoring automation systems; and

5 (B) controlling the flightpath of aircraft
6 without autopilot or autoflight systems engaged;

7 (2) develop metrics or measurable tasks that air
8 carriers can use to evaluate pilot monitoring pro-
9 ficiency;

10 (3) issue guidance to aviation safety inspectors
11 responsible for oversight of the operations of air car-
12 riers on tracking and assessing pilots' proficiency in
13 manual flight; and

14 (4) issue guidance to air carriers and inspectors
15 regarding standards for compliance with the require-
16 ments for enhanced pilot training contained in the
17 final rule published in the Federal Register on No-
18 vember 12, 2013 (78 Fed. Reg. 67800).

19 **SEC. 2103. ENHANCED MENTAL HEALTH SCREENING FOR**
20 **PILOTS.**

21 Not later than 180 days after the date of enactment
22 of this Act, the Administrator of the Federal Aviation Ad-
23 ministration shall consider the recommendations of the
24 Pilot Fitness Aviation Rulemaking Committee in deter-
25 mining whether to implement, as part of a comprehensive

1 medical certification process for pilots with a first- or sec-
2 ond-class airman medical certificate, additional screening
3 for mental health conditions, including depression and sui-
4 cidal thoughts or tendencies, and assess treatments that
5 would address any risk associated with such conditions.

6 **SEC. 2104. LASER POINTER INCIDENTS.**

7 (a) IN GENERAL.—Beginning 90 days after the date
8 of enactment of this Act, the Administrator of the Federal
9 Aviation Administration, in coordination with appropriate
10 Federal law enforcement agencies, shall provide quarterly
11 updates to the appropriate committees of Congress re-
12 garding—

13 (1) the number of incidents involving the beam
14 from a laser pointer (as defined in section 39A of
15 title 18, United States Code) being aimed at, or in
16 the flight path of, an aircraft in the airspace juris-
17 diction of the United States;

18 (2) the number of civil or criminal enforcement
19 actions taken by the Federal Aviation Administra-
20 tion, the Department of Transportation, or another
21 Federal agency with regard to the incidents de-
22 scribed in paragraph (1), including the amount of
23 the civil or criminal penalties imposed on violators;

1 (3) the resolution of any incidents described in
2 paragraph (1) that did not result in a civil or crimi-
3 nal enforcement action; and

4 (4) any actions the Department of Transpor-
5 tation or another Federal agency has taken on its
6 own, or in conjunction with other Federal agencies
7 or local law enforcement agencies, to deter the type
8 of activity described in paragraph (1).

9 (b) CIVIL PENALTIES.—The Administrator shall re-
10 vise the maximum civil penalty that may be imposed on
11 an individual who aims the beam of a laser pointer at an
12 aircraft in the airspace jurisdiction of the United States,
13 or at the flight path of such an aircraft, to be \$25,000.

14 **SEC. 2105. CRASH-RESISTANT FUEL SYSTEMS.**

15 Not later than 1 year after the date of enactment
16 of this Act, the Administrator of the Federal Aviation Ad-
17 ministration shall evaluate and update, as necessary,
18 standards for crash-resistant fuel systems for civilian
19 rotorcraft.

20 **SEC. 2106. HIRING OF AIR TRAFFIC CONTROLLERS.**

21 (a) IN GENERAL.—Section 44506 of title 49, United
22 States Code, is amended by adding at the end the fol-
23 lowing:

24 “(f) HIRING OF CERTAIN AIR TRAFFIC CONTROL
25 SPECIALISTS.—

1 “(1) CONSIDERATION OF APPLICANTS.—

2 “(A) ENSURING SELECTION OF MOST
3 QUALIFIED APPLICANTS.—In appointing indi-
4 viduals to the position of air traffic controller,
5 the Administrator shall give preferential consid-
6 eration to qualified individuals maintaining 52
7 consecutive weeks of air traffic control experi-
8 ence involving the full-time active separation of
9 air traffic after receipt of an air traffic certifi-
10 cation or air traffic control facility rating within
11 5 years of application while serving at—

12 “(i) a Federal Aviation Administra-
13 tion air traffic control facility;

14 “(ii) a civilian or military air traffic
15 control facility of the Department of De-
16 fense; or

17 “(iii) a tower operating under con-
18 tract with the Federal Aviation Adminis-
19 tration under section 47124.

20 “(B) CONSIDERATION OF ADDITIONAL AP-
21 PPLICANTS.—

22 “(i) IN GENERAL.—After giving pref-
23 erential consideration to applicants under
24 subparagraph (A), the Administrator shall
25 consider additional applicants for the posi-

1 tion of air traffic controller by referring an
2 approximately equal number of individuals
3 for appointment among the 2 applicant
4 pools described in this subparagraph. The
5 number of individuals referred for consid-
6 eration from each group shall not differ by
7 more than 10 percent.

8 “(ii) POOL 1.—Pool 1 applicants are
9 individuals who—

10 “(I) have successfully completed
11 air traffic controller training and
12 graduated from an institution partici-
13 pating in the Collegiate Training Ini-
14 tiative program maintained under
15 subsection (c)(1) and who have re-
16 ceived from the institution—

17 “(aa) an appropriate rec-
18 ommendation; or

19 “(bb) an endorsement certi-
20 fying that the individual would
21 have met the requirements in ef-
22 fect as of December 31, 2013,
23 for an appropriate recommenda-
24 tion;

1 “(II) are eligible for a veterans
2 recruitment appointment pursuant to
3 section 4214 of title 38 and provide a
4 Certificate of Release or Discharge
5 from Active Duty within 120 days of
6 the announcement closing;

7 “(III) are eligible veterans (as
8 defined in section 4211 of title 38)
9 maintaining aviation experience ob-
10 tained in the course of the individual’s
11 military experience; or

12 “(IV) are preference eligible vet-
13 erans (as defined in section 2108 of
14 title 5).

15 “(iii) POOL 2.—Pool 2 applicants are
16 individuals who apply under a vacancy an-
17 nouncement recruiting from all United
18 States citizens.

19 “(2) USE OF BIOGRAPHICAL ASSESSMENTS.—

20 “(A) BIOGRAPHICAL ASSESSMENTS.—The
21 Administrator shall not use any biographical as-
22 sessment when hiring under paragraph (1)(A)
23 or paragraph (1)(B)(ii).

1 “(B) RECONSIDERATION OF APPLICANTS
2 DISQUALIFIED ON BASIS OF BIOGRAPHICAL AS-
3 SESSMENTS.—

4 “(i) IN GENERAL.—If an individual
5 described in paragraph (1)(A) or para-
6 graph (1)(B)(ii), who applied for the posi-
7 tion of air traffic controller with the Ad-
8 ministration in response to Vacancy An-
9 nouncement FAA-AMC-14-ALLSRCE-
10 33537 (issued on February 10, 2014), was
11 disqualified from the position as the result
12 of a biographical assessment, the Adminis-
13 trator shall provide the applicant an oppor-
14 tunity to reapply for the position as soon
15 as practicable under the revised hiring
16 practices.

17 “(ii) WAIVER OF AGE RESTRICTION.—
18 The Administrator shall waive any max-
19 imum age restriction for the position of air
20 traffic controller with the Administration
21 that would otherwise disqualify an indi-
22 vidual from the position if the individual—

23 “(I) is reapplying for the position
24 pursuant to clause (i) on or before
25 December 31, 2017; and

1 “(II) met the maximum age re-
2 quirement on the date of the individ-
3 ual’s previous application for the posi-
4 tion during the interim hiring process.

5 “(3) MAXIMUM ENTRY AGE FOR EXPERIENCED
6 CONTROLLERS.—Notwithstanding section 3307 of
7 title 5, the maximum limit of age for an original ap-
8 pointment to a position as an air traffic controller
9 shall be 35 years of age for those maintaining 52
10 weeks of air traffic control experience involving the
11 full-time active separation of air traffic after receipt
12 of an air traffic certification or air traffic control fa-
13 cility rating in a civilian or military air traffic con-
14 trol facility.”.

15 (b) NOTIFICATION OF VACANCIES.—The Adminis-
16 trator of the Federal Aviation Administration shall con-
17 sider directly notifying secondary schools and institutions
18 of higher learning, including Historically Black Colleges
19 and Universities, Hispanic-serving institutions, Minority
20 Institutions, and Tribal Colleges and Universities, of a va-
21 cancy announcement under section 44506(f)(1)(B)(iii) of
22 title 49, United States Code.

1 **SEC. 2107. TRAINING POLICIES REGARDING ASSISTANCE**
2 **FOR PERSONS WITH DISABILITIES.**

3 (a) IN GENERAL.—Not later than 270 days after the
4 date of enactment of this Act, the Comptroller General
5 of the United States shall submit to Congress a report
6 assessing required air carrier personnel and contractor
7 training programs regarding the assistance of persons
8 with disabilities, including—

9 (1) variations in training programs between air
10 carriers;

11 (2) instances since 2005 where the Department
12 of Transportation has requested that an air carrier
13 take corrective action following a review of the air
14 carrier's training programs; and

15 (3) actions taken by air carriers following re-
16 quests described in paragraph (2).

17 (b) BEST PRACTICES.—After the date the report is
18 submitted under subsection (a), the Secretary of Trans-
19 portation, based on the findings of the report, shall de-
20 velop, make publicly available, and appropriately dissemi-
21 nate to air carriers such best practices as the Secretary
22 considers necessary to improve the reviewed training pro-
23 grams.

24 **SEC. 2108. AIR TRAVEL ACCESSIBILITY.**

25 Not later than 1 year after the date of enactment
26 of this Act, the Secretary of Transportation shall issue the

1 supplemental notice of proposed rulemaking referenced in
2 the Secretary's Report on Significant Rulemakings, dated
3 June 15, 2015, and assigned Regulation Identification
4 Number 2105–AE12.

5 **SEC. 2109. ADDITIONAL CERTIFICATION RESOURCES.**

6 (a) IN GENERAL.—Notwithstanding any other provi-
7 sion of law, and subject to the requirements of subsection
8 (b), the Administrator of the FAA may enter into a reim-
9 bursable agreement with an applicant or certificate-holder
10 for the reasonable travel and per diem expenses of the
11 FAA associated with official travel to expedite the accept-
12 ance or validation by a foreign authority of an FAA certifi-
13 cate or design approval or the acceptance or validation by
14 the FAA of a foreign authority certificate or design ap-
15 proval.

16 (b) CONDITIONS.—The Administrator may enter into
17 an agreement under subsection (a) only if—

18 (1) the travel covered under the agreement is
19 deemed necessary, by both the Administrator and
20 the applicant or certificate-holder, to expedite the
21 acceptance or validation of the relevant certificate or
22 approval;

23 (2) the travel is conducted at the request of the
24 applicant or certificate-holder;

1 (3) travel plans and expenses are approved by
2 the applicant or certificate-holder prior to travel;
3 and

4 (4) the agreement requires payment in advance
5 of FAA services and is consistent with the processes
6 under section 106(l)(6) of title 49, United States
7 Code.

8 (c) REPORT.—Not later than 2 years after the date
9 of enactment of this Act, the Administrator shall submit
10 to the appropriate committees of Congress a report on—

11 (1) the number of occasions on which the Ad-
12 ministrator entered into reimbursable agreements
13 under this section;

14 (2) the number of occasions on which the Ad-
15 ministrator declined a request by an applicant or
16 certificate-holder to enter into a reimbursable agree-
17 ment under this section;

18 (3) the amount of reimbursements collected in
19 accordance with agreements under this section; and

20 (4) the extent to which reimbursable agree-
21 ments under this section assisted in reducing the
22 amount of time necessary for validations of certifi-
23 cates and design approvals.

24 (d) DEFINITIONS.—In this section, the following defi-
25 nitions apply:

1 (1) APPLICANT.—The term “applicant” means
2 a person that has—

3 (A) applied to a foreign authority for the
4 acceptance or validation of an FAA certificate
5 or design approval; or

6 (B) applied to the FAA for the acceptance
7 or validation of a foreign authority certificate or
8 design approval.

9 (2) CERTIFICATE-HOLDER.—The term “certifi-
10 cate-holder” means a person that holds a certificate
11 issued by the Administrator under part 21 of title
12 14, Code of Federal Regulations.

13 (3) FAA.—The term “FAA” means the Fed-
14 eral Aviation Administration.

15 **SEC. 2110. TOWER MARKING.**

16 (a) IN GENERAL.—Not later than 1 year after the
17 date of enactment of this Act, the Administrator of the
18 Federal Aviation Administration shall issue regulations to
19 require the marking of covered towers.

20 (b) MARKING REQUIRED.—The regulations under
21 subsection (a) shall require that a covered tower be clearly
22 marked in a manner that is consistent with applicable
23 guidance under the Federal Aviation Administration Advi-
24 sory Circular issued December 4, 2015 (AC 70/7460–1L),

1 or other relevant safety guidance, as determined by the
2 Administrator.

3 (c) APPLICATION.—The regulations issued under
4 subsection (a) shall ensure that—

5 (1) all covered towers constructed on or after
6 the date on which such regulations take effect are
7 marked in accordance with subsection (b); and

8 (2) a covered tower constructed before the date
9 on which such regulations take effect is marked in
10 accordance with subsection (b) not later than 1 year
11 after such effective date.

12 (d) DEFINITIONS.—

13 (1) IN GENERAL.—In this section, the following
14 definitions apply:

15 (A) COVERED TOWER.—

16 (i) IN GENERAL.—The term “covered
17 tower” means a structure that—

18 (I) is self-standing or supported
19 by guy wires and ground anchors;

20 (II) is 10 feet or less in diameter
21 at the above-ground base, excluding
22 concrete footing;

23 (III) at the highest point of the
24 structure is at least 50 feet above
25 ground level;

1 (IV) at the highest point of the
2 structure is not more than 200 feet
3 above ground level;

4 (V) has accessory facilities on
5 which an antenna, sensor, camera,
6 meteorological instrument, or other
7 equipment is mounted; and

8 (VI) is located—

9 (aa) outside the boundaries
10 of an incorporated city or town;

11 or

12 (bb) on land that is—

13 (AA) undeveloped; or

14 (BB) used for agricul-
15 tural purposes.

16 (ii) EXCLUSIONS.—The term “covered
17 tower” does not include any structure
18 that—

19 (I) is adjacent to a house, barn,
20 electric utility station, or other build-
21 ing;

22 (II) is within the curtilage of a
23 farmstead;

24 (III) supports electric utility
25 transmission or distribution lines;

1 (IV) is a wind-powered electrical
2 generator with a rotor blade radius
3 that exceeds 6 feet; or

4 (V) is a street light erected or
5 maintained by a Federal, State, local,
6 or tribal entity.

7 (B) UNDEVELOPED.—The term “undevel-
8 oped” means a defined geographic area where
9 the Administrator determines low-flying aircraft
10 are operated on a routine basis, such as low-
11 lying forested areas with predominant tree
12 cover under 200 feet and pasture and range
13 land.

14 (2) OTHER DEFINITIONS.—The Administrator
15 shall define such other terms as may be necessary
16 to carry out this section.

17 (e) DATABASE.—The Administrator shall—

18 (1) develop a database that contains the loca-
19 tion and height of each covered tower;

20 (2) keep the database current to the extent
21 practicable;

22 (3) ensure that any proprietary information in
23 the database is protected from disclosure in accord-
24 ance with law; and

1 (4) ensure that, by virtue of accessing the data-
2 base, users agree and acknowledge that information
3 in the database—

4 (A) may only be used for aviation safety
5 purposes; and

6 (B) may not be disclosed for purposes
7 other than aviation safety, regardless of wheth-
8 er or not the information is marked or labeled
9 as proprietary or with a similar designation.

10 **SEC. 2111. AVIATION CYBERSECURITY.**

11 (a) **COMPREHENSIVE AND STRATEGIC AVIATION**
12 **FRAMEWORK.—**

13 (1) **IN GENERAL.—**Not later than 240 days
14 after the date of enactment of this Act, the Adminis-
15 trator of the Federal Aviation Administration shall
16 facilitate and support the development of a com-
17 prehensive and strategic framework of principles and
18 policies to reduce cybersecurity risks to the national
19 airspace system, civil aviation, and agency informa-
20 tion systems using a total systems approach that
21 takes into consideration the interactions and inter-
22 dependence of different components of aircraft sys-
23 tems and the national airspace system.

24 (2) **SCOPE.—**In carrying out paragraph (1), the
25 Administrator shall—

- 1 (A) identify and address the cybersecurity
2 risks associated with—
- 3 (i) the modernization of the national
4 airspace system;
- 5 (ii) the automation of aircraft, equip-
6 ment, and technology; and
- 7 (iii) aircraft systems, including by—
- 8 (I) directing the Aircraft Systems
9 Information Security Protection
10 Working Group—
- 11 (aa) to assess cybersecurity
12 risks to aircraft systems;
- 13 (bb) to review the extent to
14 which existing rulemaking, policy,
15 and guidance to promote safety
16 also promote aircraft systems in-
17 formation security protection;
18 and
- 19 (cc) to provide appropriate
20 recommendations to the Adminis-
21 trator if separate or additional
22 rulemaking, policy, or guidance is
23 needed to address cybersecurity
24 risks to aircraft systems; and
- 25 (II) identifying and addressing—

1 (aa) cybersecurity risks as-
2 sociated with in-flight entertain-
3 ment systems; and

4 (bb) whether in-flight enter-
5 tainment systems can and should
6 be isolated and separate, such as
7 through an air gap, under exist-
8 ing rulemaking, policy, and guid-
9 ance;

10 (B) clarify cybersecurity roles and respon-
11 sibilities of offices and employees of the Federal
12 Aviation Administration, as the roles and re-
13 sponsibilities relate to cybersecurity at the Fed-
14 eral Aviation Administration;

15 (C) identify and implement objectives and
16 actions to reduce cybersecurity risks to air traf-
17 fic control information systems, including ac-
18 tions to improve implementation of information
19 security standards, such as those of the Na-
20 tional Institute of Standards and Technology;

21 (D) support voluntary efforts by industry,
22 RTCA, Inc., and other standards-setting orga-
23 nizations to develop and identify consensus
24 standards and best practices relating to guid-
25 ance on aviation systems information security

1 protection, consistent, to the extent appropriate,
2 with the cybersecurity risk management activi-
3 ties described in section 2(e) of the National In-
4 stitute of Standards and Technology Act (15
5 U.S.C. 272(e));

6 (E) establish guidelines for the voluntary
7 exchange of information between and among
8 aviation stakeholders pertaining to aviation-re-
9 lated cybersecurity incidents, threats, and
10 vulnerabilities;

11 (F) identify short- and long-term objectives
12 and actions that can be taken in response to
13 cybersecurity risks to the national airspace sys-
14 tem; and

15 (G) identify research and development ac-
16 tivities to inform actions in response to
17 cybersecurity risks.

18 (3) IMPLEMENTATION REQUIREMENTS.—In car-
19 rying out the activities under this subsection, the
20 Administrator shall—

21 (A) coordinate with aviation stakeholders,
22 including, at a minimum, representatives of in-
23 dustry, airlines, manufacturers, airports,
24 RTCA, Inc., and unions;

1 (B) consult with the heads of relevant
2 agencies and with international regulatory au-
3 thorities;

4 (C) if determined appropriate, convene an
5 expert panel or working group to identify and
6 address cybersecurity risks; and

7 (D) evaluate, on a periodic basis, the effec-
8 tiveness of the principles established under this
9 subsection.

10 (b) UPDATE ON CYBERSECURITY IMPLEMENTATION
11 PROGRESS.—Not later than 90 days after the date of en-
12 actment of this Act, the Administrator shall provide to the
13 appropriate committees of Congress an update on progress
14 made toward the implementation of this section.

15 (c) CYBERSECURITY THREAT MODEL.—Not later
16 than 1 year after the date of enactment of this Act, the
17 Administrator, in consultation with the Director of the
18 National Institute of Standards and Technology, shall im-
19 plement the open recommendation issued in 2015 by the
20 Government Accountability Office to assess and research
21 the potential cost and timetable of developing and main-
22 taining an agencywide threat model, which shall be up-
23 dated regularly, to strengthen the cybersecurity of agency
24 systems across the Federal Aviation Administration. The
25 Administrator shall brief the Committee on Science,

1 Space, and Technology and the Committee on Transpor-
2 tation and Infrastructure of the House of Representatives
3 and the Committee on Commerce, Science, and Transpor-
4 tation of the Senate on the status, results, and composi-
5 tion of the threat model.

6 (d) NATIONAL INSTITUTE OF STANDARDS AND
7 TECHNOLOGY INFORMATION SECURITY STANDARDS.—
8 Not later than 180 days after the date of enactment of
9 this Act, the Administrator of the Federal Aviation Ad-
10 ministration, after consultation with the Director of the
11 National Institute of Standards and Technology, shall
12 transmit to the Committee on Science, Space, and Tech-
13 nology and the Committee on Transportation and Infra-
14 structure of the House of Representatives and the Com-
15 mittee on Commerce, Science, and Transportation of the
16 Senate a report on—

- 17 (1) a cybersecurity standards plan to improve
18 implementation of the National Institute of Stand-
19 ards and Technology's latest revisions to information
20 security guidance for Federal Aviation Administra-
21 tion information and Federal Aviation Administra-
22 tion information systems within set timeframes; and
23 (2) an explanation of why any such revisions
24 are not incorporated in the plan or are not incor-
25 porated within set timeframes.

1 (e) CYBERSECURITY RESEARCH AND DEVELOP-
2 MENT.—Not later than 1 year after the date of enactment
3 of this Act, the Administrator, in consultation with other
4 agencies as appropriate, shall establish a cybersecurity re-
5 search and development plan for the national airspace sys-
6 tem, including—

7 (1) any proposal for research and development
8 cooperation with international partners;

9 (2) an evaluation and determination of research
10 and development needs to determine any
11 cybersecurity risks of cabin communications and
12 cabin information technology systems on board in
13 the passenger domain; and

14 (3) objectives, proposed tasks, milestones, and a
15 5-year budgetary profile.

16 **SEC. 2112. REPAIR STATIONS LOCATED OUTSIDE UNITED**
17 **STATES.**

18 (a) RISK-BASED OVERSIGHT.—Section 44733 of title
19 49, United States Code, is amended—

20 (1) by redesignating subsection (f) as sub-
21 section (g);

22 (2) by inserting after subsection (e) the fol-
23 lowing:

24 “(f) RISK-BASED OVERSIGHT.—

1 “(1) IN GENERAL.—Not later than 90 days
2 after the date of enactment of the FAA Extension,
3 Safety, and Security Act of 2016, the Administrator
4 shall take measures to ensure that the safety assess-
5 ment system established under subsection (a)—

6 “(A) places particular consideration on in-
7 spections of part 145 repair stations located
8 outside the United States that conduct sched-
9 uled heavy maintenance work on part 121 air
10 carrier aircraft; and

11 “(B) accounts for the frequency and seri-
12 ousness of any corrective actions that part 121
13 air carriers must implement to aircraft fol-
14 lowing such work at such repair stations.

15 “(2) INTERNATIONAL AGREEMENTS.—The Ad-
16 ministrator shall take the measures required under
17 paragraph (1)—

18 “(A) in accordance with United States ob-
19 ligations under applicable international agree-
20 ments; and

21 “(B) in a manner consistent with the ap-
22 plicable laws of the country in which a repair
23 station is located.

24 “(3) ACCESS TO DATA.—The Administrator
25 may access and review such information or data in

1 the possession of a part 121 air carrier as the Ad-
2 ministrator may require in carrying out paragraph
3 (1)(B).”; and

4 (3) in subsection (g) (as so redesignated)—

5 (A) by redesignating paragraphs (1) and
6 (2) as paragraphs (2) and (3), respectively; and

7 (B) by inserting before paragraph (2) (as
8 so redesignated) the following:

9 “(1) HEAVY MAINTENANCE WORK.—The term
10 ‘heavy maintenance work’ means a C-check, a D-
11 check, or equivalent maintenance operation with re-
12 spect to the airframe of a transport-category air-
13 craft.”.

14 (b) ALCOHOL AND CONTROLLED SUBSTANCES TEST-
15 ING.—The Administrator of the Federal Aviation Admin-
16 istration shall ensure that—

17 (1) not later than 90 days after the date of en-
18 actment of this Act, a notice of proposed rulemaking
19 required pursuant to section 44733(d)(2) is pub-
20 lished in the Federal Register; and

21 (2) not later than 1 year after the date on
22 which the notice of proposed rulemaking is published
23 in the Federal Register, the rulemaking is finalized.

24 (c) BACKGROUND INVESTIGATIONS.—Not later than
25 180 days after the date of enactment of this Act, the Ad-

1 administrator shall ensure that each employee of a repair
2 station certificated under part 145 of title 14, Code of
3 Federal Regulations, who performs a safety-sensitive func-
4 tion on an air carrier aircraft has undergone a pre-employ-
5 ment background investigation sufficient to determine
6 whether the individual presents a threat to aviation safety,
7 in a manner that is—

- 8 (1) determined acceptable by the Administrator;
- 9 (2) consistent with the applicable laws of the
10 country in which the repair station is located; and
- 11 (3) consistent with the United States obliga-
12 tions under international agreements.

13 **SEC. 2113. ENHANCED TRAINING FOR FLIGHT ATTEND-**
14 **ANTS.**

15 Section 44734(a) of title 49, United States Code, is
16 amended—

- 17 (1) in paragraph (2) by striking “and” at the
18 end;
- 19 (2) in paragraph (3) by striking the period at
20 the end and inserting “; and”; and
- 21 (3) by adding at the end the following:
22 “(4) recognizing and responding to potential
23 human trafficking victims.”.

1 **Subtitle B—UAS Safety**

2 **SEC. 2201. DEFINITIONS.**

3 (a) **DEFINITIONS APPLIED.**—In this subtitle, the
4 terms “unmanned aircraft”, “unmanned aircraft system”,
5 and “small unmanned aircraft” have the meanings given
6 those terms in section 331 of the FAA Modernization and
7 Reform Act of 2012 (49 U.S.C. 40101 note), as amended
8 by this Act.

9 (b) **FAA MODERNIZATION AND REFORM ACT.**—Sec-
10 tion 331 of the FAA Modernization and Reform Act of
11 2012 (49 U.S.C. 40101 note) is amended—

12 (1) in paragraph (6) by inserting “, including
13 everything that is on board or otherwise attached to
14 the aircraft” after “55 pounds”; and

15 (2) by striking paragraph (7) and inserting the
16 following:

17 “(7) **TEST RANGE.**—

18 “(A) **IN GENERAL.**—The term ‘test range’
19 means a defined geographic area where re-
20 search and development are conducted as au-
21 thorized by the Administrator of the Federal
22 Aviation Administration.

23 “(B) **INCLUSIONS.**—The term ‘test range’
24 includes any of the 6 test ranges established by
25 the Administrator of the Federal Aviation Ad-

1 ministration under section 332(c), as in effect
2 on the day before the date of enactment of this
3 subparagraph, and any public entity authorized
4 by the Federal Aviation Administration as an
5 unmanned aircraft system flight test center be-
6 fore January 1, 2009.”.

7 **SEC. 2202. IDENTIFICATION STANDARDS.**

8 (a) **IN GENERAL.**—The Administrator of the Federal
9 Aviation Administration, in consultation with the Sec-
10 retary of Transportation, the President of RTCA, Inc.,
11 and the Director of the National Institute of Standards
12 and Technology, shall convene industry stakeholders to fa-
13 cilitate the development of consensus standards for re-
14 motely identifying operators and owners of unmanned air-
15 craft systems and associated unmanned aircraft.

16 (b) **CONSIDERATIONS.**—As part of any standards de-
17 veloped under subsection (a), the Administrator shall en-
18 sure the consideration of—

19 (1) requirements for remote identification of
20 unmanned aircraft systems;

21 (2) appropriate requirements for different clas-
22 sifications of unmanned aircraft systems operations,
23 including public and civil; and

24 (3) the feasibility of the development and oper-
25 ation of a publicly accessible online database of un-

1 manned aircraft and the operators thereof, and any
2 criteria for exclusion from the database.

3 (c) DEADLINE.—Not later than 1 year after the date
4 of enactment of this Act, the Administrator shall submit
5 to the appropriate committees of Congress a report on any
6 standards developed under subsection (a).

7 (d) GUIDANCE.—Not later than 1 year after the date
8 on which the Administrator submits the report under sub-
9 section (c), the Administrator shall issue regulations or
10 guidance, as appropriate, based on any standards devel-
11 oped under subsection (a).

12 **SEC. 2203. SAFETY STATEMENTS.**

13 (a) REQUIRED INFORMATION.—Beginning on the
14 date that is 1 year after the date of publication of the
15 guidance under subsection (b)(1), a manufacturer of a
16 small unmanned aircraft shall make available to the owner
17 at the time of delivery of the small unmanned aircraft the
18 safety statement described in subsection (b)(2).

19 (b) SAFETY STATEMENT.—

20 (1) IN GENERAL.—Not later than 1 year after
21 the date of enactment of this Act, the Administrator
22 of the Federal Aviation Administration shall issue
23 guidance for implementing this section.

24 (2) REQUIREMENTS.—A safety statement re-
25 quired under subsection (a) shall include—

1 (A) information about, and sources of,
2 laws and regulations applicable to small un-
3 manned aircraft;

4 (B) recommendations for using small un-
5 manned aircraft in a manner that promotes the
6 safety of persons and property;

7 (C) the date that the safety statement was
8 created or last modified; and

9 (D) language approved by the Adminis-
10 trator regarding the following:

11 (i) A person may operate the small
12 unmanned aircraft as a model aircraft (as
13 defined in section 336 of the FAA Mod-
14 ernization and Reform Act of 2012 (49
15 U.S.C. 40101 note)) or otherwise in ac-
16 cordance with Federal Aviation Adminis-
17 tration authorization or regulation, includ-
18 ing requirements for the completion of any
19 applicable airman test.

20 (ii) The definition of a model aircraft
21 under section 336 of the FAA Moderniza-
22 tion and Reform Act of 2012 (49 U.S.C.
23 40101 note).

24 (iii) The requirements regarding the
25 operation of a model aircraft under section

1 336 of the FAA Modernization and Re-
2 form Act of 2012 (49 U.S.C. 40101 note).

3 (iv) The Administrator may pursue
4 enforcement action against a person oper-
5 ating model aircraft who endangers the
6 safety of the national airspace system.

7 (c) CIVIL PENALTY.—A person who violates sub-
8 section (a) shall be liable for each violation to the United
9 States Government for a civil penalty described in section
10 46301(a) of title 49, United States Code.

11 **SEC. 2204. FACILITATING INTERAGENCY COOPERATION**
12 **FOR UNMANNED AIRCRAFT AUTHORIZATION**
13 **IN SUPPORT OF FIREFIGHTING OPERATIONS**
14 **AND UTILITY RESTORATION.**

15 (a) FIREFIGHTING OPERATIONS.—The Adminis-
16 trator of the Federal Aviation Administration shall enter
17 into agreements with the Secretary of the Interior and the
18 Secretary of Agriculture, as necessary, to continue the ex-
19 peditious authorization of safe unmanned aircraft system
20 operations in support of firefighting operations consistent
21 with the requirements of section 334(c) of the FAA Mod-
22 ernization and Reform Act of 2012 (49 U.S.C. 40101
23 note).

24 (b) UTILITY RESTORATION.—The Administrator
25 shall enter into agreements with the Secretary of Energy

1 and with such other agencies or parties, including the Fed-
2 eral Emergency Management Agency, as are necessary to
3 facilitate the expeditious authorization of safe unmanned
4 aircraft system operations in support of service restoration
5 efforts of utilities.

6 (c) DEFINITION OF UTILITY.—In this section, the
7 term “utility” shall at a minimum include the definition
8 in section 3(4) of the Public Utility Regulatory Policies
9 Act of 1978 (16 U.S.C. 2602(4)).

10 **SEC. 2205. INTERFERENCE WITH WILDFIRE SUPPRESSION,**
11 **LAW ENFORCEMENT, OR EMERGENCY RE-**
12 **SPONSE EFFORT BY OPERATION OF UN-**
13 **MANNED AIRCRAFT.**

14 (a) IN GENERAL.—Chapter 463 of title 49, United
15 States Code, is amended by adding at the end the fol-
16 lowing:

17 **“§ 46320. Interference with wildfire suppression, law**
18 **enforcement, or emergency response ef-**
19 **fort by operation of unmanned aircraft**

20 “(a) IN GENERAL.—Except as provided in subsection
21 (b), an individual who operates an unmanned aircraft and
22 in so doing knowingly or recklessly interferes with a wild-
23 fire suppression, law enforcement, or emergency response
24 effort is liable to the United States Government for a civil
25 penalty of not more than \$20,000.

1 “(b) EXCEPTIONS.—This section does not apply to
2 the operation of an unmanned aircraft conducted by a unit
3 or agency of the United States Government or of a State,
4 tribal, or local government (including any individual con-
5 ducting such operation pursuant to a contract or other
6 agreement entered into with the unit or agency) for the
7 purpose of protecting the public safety and welfare, includ-
8 ing firefighting, law enforcement, or emergency response.

9 “(c) COMPROMISE AND SETOFF.—

10 “(1) COMPROMISE.—The United States Gov-
11 ernment may compromise the amount of a civil pen-
12 alty imposed under this section.

13 “(2) SETOFF.—The United States Government
14 may deduct the amount of a civil penalty imposed or
15 compromised under this section from the amounts
16 the Government owes the person liable for the pen-
17 alty.

18 “(d) DEFINITIONS.—In this section, the following
19 definitions apply:

20 “(1) WILDFIRE.—The term ‘wildfire’ has the
21 meaning given that term in section 2 of the Emer-
22 gency Wildfire Suppression Act (42 U.S.C. 1856m).

23 “(2) WILDFIRE SUPPRESSION.—The term ‘wild-
24 fire suppression’ means an effort to contain, extin-
25 guish, or suppress a wildfire.”.

1 (b) FAA TO IMPOSE CIVIL PENALTY.—Section
2 46301(d)(2) of title 49, United States Code, is amended
3 by inserting “section 46320,” after “section 46319,”.

4 (c) CLERICAL AMENDMENT.—The analysis for chap-
5 ter 463 of title 49, United States Code, is amended by
6 adding at the end the following:

“46320. Interference with wildfire suppression, law enforcement, or emergency
response effort by operation of unmanned aircraft.”.

7 **SEC. 2206. PILOT PROJECT FOR AIRPORT SAFETY AND AIR-**
8 **SPACE HAZARD MITIGATION.**

9 (a) IN GENERAL.—The Administrator of the Federal
10 Aviation Administration shall establish a pilot program for
11 airspace hazard mitigation at airports and other critical
12 infrastructure using unmanned aircraft detection systems.

13 (b) CONSULTATION.—In carrying out the pilot pro-
14 gram under subsection (a), the Administrator shall work
15 with the Secretary of Defense, the Secretary of Homeland
16 Security, and the heads of other relevant Federal depart-
17 ments and agencies for the purpose of ensuring that tech-
18 nologies that are developed, tested, or deployed by those
19 departments and agencies to mitigate threats posed by er-
20 rant or hostile unmanned aircraft system operations do
21 not adversely impact or interfere with safe airport oper-
22 ations, navigation, air traffic services, or the safe and effi-
23 cient operation of the national airspace system.

1 (c) AUTHORIZATION OF APPROPRIATIONS.—There is
2 authorized to be appropriated from the Airport and Air-
3 way Trust Fund to carry out this section \$6,000,000, to
4 remain available until expended.

5 (d) AUTHORITY.—After the pilot program established
6 under subsection (a) ceases to be effective pursuant to
7 subsection (g), the Administrator may use unmanned air-
8 craft detection systems to detect and mitigate the unau-
9 thorized operation of an unmanned aircraft that poses a
10 risk to aviation safety.

11 (e) REPORT.—

12 (1) IN GENERAL.—Not later than 18 months
13 after the date of enactment of this Act, the Adminis-
14 trator shall submit to the appropriate committees of
15 Congress a report on the results of the pilot pro-
16 gram established under subsection (a).

17 (2) CONTENTS.—The report required under
18 paragraph (1) shall include the following:

19 (A) The number of unauthorized un-
20 manned aircraft operations detected, together
21 with a description of such operations.

22 (B) The number of instances in which un-
23 authorized unmanned aircraft were mitigated,
24 together with a description of such instances.

1 (C) The number of enforcement cases
2 brought by the Federal Aviation Administration
3 for unauthorized operation of unmanned air-
4 craft detected through the pilot program, to-
5 gether with a description of such cases.

6 (D) The number of any technical failures
7 in the pilot program, together with a descrip-
8 tion of such failures.

9 (E) Recommendations for safety and oper-
10 ational standards for unmanned aircraft detec-
11 tion systems.

12 (F) The feasibility of deployment of the
13 systems at other airports.

14 (3) **FORMAT.**—To the extent practicable, the re-
15 port prepared under paragraph (1) shall be sub-
16 mitted in a classified format. If appropriate, the re-
17 port may include an unclassified summary.

18 (f) **SUNSET.**—The pilot program established under
19 subsection (a) shall cease to be effective on the earlier of—

20 (1) the date that is 18 months after the date
21 of enactment of this Act; and

22 (2) the date of the submission of the report
23 under subsection (e).

1 **SEC. 2207. EMERGENCY EXEMPTION PROCESS.**

2 (a) IN GENERAL.—Not later than 90 days after the
3 date of enactment of this Act, the Administrator of the
4 Federal Aviation Administration shall publish guidance
5 for applications for, and procedures for the processing of,
6 on an emergency basis, exemptions or certificates of au-
7 thorization or waiver for the use of unmanned aircraft sys-
8 tems by civil or public operators in response to a catas-
9 trophe, disaster, or other emergency to facilitate emer-
10 gency response operations, such as firefighting, search and
11 rescue, and utility and infrastructure restoration efforts.
12 In processing such applications, the Administrator shall
13 give priority to applications for public unmanned aircraft
14 systems engaged in emergency response activities.

15 (b) REQUIREMENTS.—In providing guidance under
16 subsection (a), the Administrator shall—

17 (1) make explicit any safety requirements that
18 must be met for the consideration of applications
19 that include requests for beyond visual line of sight
20 or nighttime operations, or the suspension of other-
21 wise applicable operating restrictions, consistent
22 with public interest and safety; and

23 (2) explicitly state the procedures for coordi-
24 nating with an incident commander, if any, to en-
25 sure operations granted under procedures developed

1 under subsection (a) do not interfere with other
2 emergency response efforts.

3 (c) REVIEW.—In processing applications on an emer-
4 gency basis for exemptions or certificates of authorization
5 or waiver for unmanned aircraft systems operations in re-
6 sponse to a catastrophe, disaster, or other emergency, the
7 Administrator shall act on such applications as expedi-
8 tiously as practicable and without requiring public notice
9 and comment.

10 **SEC. 2208. UNMANNED AIRCRAFT SYSTEMS TRAFFIC MAN-**
11 **AGEMENT.**

12 (a) RESEARCH PLAN FOR UTM DEVELOPMENT AND
13 DEPLOYMENT.—

14 (1) IN GENERAL.—The Administrator of the
15 Federal Aviation Administration (in this section re-
16 ferred to as the “Administrator”), in coordination
17 with the Administrator of the National Aeronautics
18 and Space Administration, shall continue develop-
19 ment of a research plan for unmanned aircraft sys-
20 tems traffic management (in this section referred to
21 as “UTM”) development and deployment.

22 (2) REQUIREMENTS.—In developing the re-
23 search plan, the Administrator shall—

24 (A) identify research outcomes sought; and

1 (B) ensure the plan is consistent with ex-
2 isting regulatory and operational frameworks,
3 and considers potential future regulatory and
4 operational frameworks, for unmanned aircraft
5 systems in the national airspace system.

6 (3) ASSESSMENT.—The research plan shall in-
7 clude an assessment of the interoperability of a
8 UTM system with existing and potential future air
9 traffic management systems and processes.

10 (4) DEADLINES.—The Administrator shall—

11 (A) initiate development of the research
12 plan not later than 60 days after the date of
13 enactment of this Act; and

14 (B) not later than 180 days after the date
15 of enactment of this Act—

16 (i) complete the research plan;

17 (ii) submit the research plan to the
18 Committee on Commerce, Science, and
19 Transportation of the Senate and the
20 Committee on Science, Space, and Tech-
21 nology and the Committee on Transpor-
22 tation and Infrastructure of the House of
23 Representatives; and

1 (iii) publish the research plan on the
2 Internet Web site of the Federal Aviation
3 Administration.

4 (b) PILOT PROGRAM.—

5 (1) IN GENERAL.—Not later than 90 days after
6 the date of submission of the research plan under
7 subsection (a)(4)(B), the Administrator, in coordina-
8 tion with the Administrator of the National Aero-
9 nautics and Space Administration, the Drone Advi-
10 sory Committee, the research advisory committee es-
11 tablished by section 44508(a) of title 49, United
12 States Code, and representatives of the unmanned
13 aircraft industry, shall establish a UTM system pilot
14 program.

15 (2) SUNSET.—Not later than 2 years after the
16 date of establishment of the pilot program, the Ad-
17 ministrator shall conclude the pilot program.

18 (c) UPDATES.—Not later than 180 days after the
19 date of establishment of the pilot program, and every 180
20 days thereafter until the date of conclusion of the pilot
21 program, the Administrator shall submit to the Committee
22 on Commerce, Science, and Transportation of the Senate
23 and the Committee on Science, Space, and Technology
24 and the Committee on Transportation and Infrastructure

1 of the House of Representatives an update on the status
2 and progress of the pilot program.

3 **SEC. 2209. APPLICATIONS FOR DESIGNATION.**

4 (a) APPLICATIONS FOR DESIGNATION.—Not later
5 than 180 days after the date of enactment of this Act,
6 the Secretary of Transportation shall establish a process
7 to allow applicants to petition the Administrator of the
8 Federal Aviation Administration to prohibit or restrict the
9 operation of an unmanned aircraft in close proximity to
10 a fixed site facility.

11 (b) REVIEW PROCESS.—

12 (1) APPLICATION PROCEDURES.—

13 (A) IN GENERAL.—The Administrator
14 shall establish the procedures for the applica-
15 tion for designation under subsection (a).

16 (B) REQUIREMENTS.—The procedures
17 shall allow operators or proprietors of fixed site
18 facilities to apply for designation individually or
19 collectively.

20 (C) CONSIDERATIONS.—Only the following
21 may be considered fixed site facilities:

22 (i) Critical infrastructure, such as en-
23 ergy production, transmission, and dis-
24 tribution facilities and equipment.

1 (ii) Oil refineries and chemical facili-
2 ties.

3 (iii) Amusement parks.

4 (iv) Other locations that warrant such
5 restrictions.

6 (2) DETERMINATION.—

7 (A) IN GENERAL.—The Secretary shall
8 provide for a determination under the review
9 process established under subsection (a) not
10 later than 90 days after the date of application,
11 unless the applicant is provided with written no-
12 tice describing the reason for the delay.

13 (B) AFFIRMATIVE DESIGNATIONS.—An af-
14 firmative designation shall outline—

15 (i) the boundaries for unmanned air-
16 craft operation near the fixed site facility;
17 and

18 (ii) such other limitations that the Ad-
19 ministrator determines may be appro-
20 priate.

21 (C) CONSIDERATIONS.—In making a de-
22 termination whether to grant or deny an appli-
23 cation for a designation, the Administrator may
24 consider—

25 (i) aviation safety;

- 1 (ii) protection of persons and property
2 on the ground;
3 (iii) national security; or
4 (iv) homeland security.

5 (D) OPPORTUNITY FOR RESUBMISSION.—

6 If an application is denied, and the applicant
7 can reasonably address the reason for the de-
8 nial, the Administrator may allow the applicant
9 to reapply for designation.

10 (c) PUBLIC INFORMATION.—Designations under sub-
11 section (a) shall be published by the Federal Aviation Ad-
12 ministration on a publicly accessible website.

13 (d) SAVINGS CLAUSE.—Nothing in this section may
14 be construed as prohibiting the Administrator from au-
15 thorizing operation of an aircraft, including an unmanned
16 aircraft system, over, under, or within a specified distance
17 from that fixed site facility designated under subsection
18 (b).

19 **SEC. 2210. OPERATIONS ASSOCIATED WITH CRITICAL IN-**
20 **FRASTRUCTURE.**

21 (a) IN GENERAL.—Any application process estab-
22 lished under section 333 of the FAA Modernization and
23 Reform Act of 2012 (49 U.S.C. 40101 note) shall allow
24 for a person to apply to the Administrator of the Federal
25 Aviation Administration to operate an unmanned aircraft

1 system, for purposes of conducting an activity described
2 in subsection (b)—

- 3 (1) beyond the visual line of sight of the indi-
4 vidual operating the unmanned aircraft system; and
5 (2) during the day or at night.

6 (b) ACTIVITIES DESCRIBED.—The activities de-
7 scribed in this subsection are—

- 8 (1) activities for which manned aircraft may be
9 used to comply with Federal, State, or local laws, in-
10 cluding—

11 (A) activities to ensure compliance with
12 Federal or State regulatory, permit, or other re-
13 quirements, including to conduct surveys associ-
14 ated with applications for permits for new pipe-
15 line or pipeline systems construction or mainte-
16 nance or rehabilitation of existing pipelines or
17 pipeline systems; and

18 (B) activities relating to ensuring compli-
19 ance with—

20 (i) parts 192 and 195 of title 49,
21 Code of Federal Regulations; and

22 (ii) the requirements of any Federal,
23 State, or local governmental or regulatory
24 body, or industry best practice, pertaining
25 to the construction, ownership, operation,

1 maintenance, repair, or replacement of cov-
2 ered facilities;

3 (2) activities to inspect, repair, construct, main-
4 tain, or protect covered facilities, including for the
5 purpose of responding to a pipeline, pipeline system,
6 or electric energy infrastructure incident; and

7 (3) activities in response to or in preparation
8 for a natural disaster, manmade disaster, severe
9 weather event, or other incident beyond the control
10 of the applicant that may cause material damage to
11 a covered facility.

12 (c) DEFINITIONS.—In this section, the following defi-
13 nitions apply:

14 (1) COVERED FACILITY.—The term “covered
15 facility” means—

16 (A) a pipeline or pipeline system;

17 (B) an electric energy generation, trans-
18 mission, or distribution facility (including a re-
19 newable electric energy facility);

20 (C) an oil or gas production, refining, or
21 processing facility; or

22 (D) any other critical infrastructure facil-
23 ity.

24 (2) CRITICAL INFRASTRUCTURE.—The term
25 “critical infrastructure” has the meaning given that

1 term in section 2339D of title 18, United States
2 Code.

3 (d) DEADLINES.—

4 (1) CERTIFICATION TO CONGRESS.—Not later
5 than 90 days after the date of enactment of this
6 Act, the Administrator shall submit to the appro-
7 priate committees of Congress a certification that a
8 process has been established to facilitate applications
9 for unmanned aircraft systems operations described
10 in this section.

11 (2) FAILURE TO MEET CERTIFICATION DEAD-
12 LINE.—If the Administrator cannot provide a certifi-
13 cation under paragraph (1), the Administrator, not
14 later than 180 days after the deadline specified in
15 paragraph (1), shall update the process under sec-
16 tion 333 of the FAA Modernization and Reform Act
17 of 2012 (49 U.S.C. 40101 note) to facilitate applica-
18 tions for unmanned aircraft systems operations de-
19 scribed in this section.

20 (e) EXEMPTIONS.—In addition to the operations de-
21 scribed in this section, the Administrator may authorize,
22 exempt, or otherwise allow other unmanned aircraft sys-
23 tems operations under section 333 of the FAA Moderniza-
24 tion and Reform Act of 2012 (49 U.S.C. 40101 note) that
25 are conducted beyond the visual line of sight of the indi-

1 vidual operating the unmanned aircraft system or during
2 the day or at night.

3 **SEC. 2211. UNMANNED AIRCRAFT SYSTEMS RESEARCH AND**
4 **DEVELOPMENT ROADMAP.**

5 Section 332(a)(5) of the FAA Modernization and Re-
6 form Act of 2012 (49 U.S.C. 40101 note) is amended—

7 (1) by inserting “, in coordination with the Ad-
8 ministrator of the National Aeronautics and Space
9 Administration (NASA) and relevant stakeholders,
10 including those in industry and academia,” after
11 “update”; and

12 (2) by inserting after “annually.” the following:
13 “The roadmap shall include, at a minimum—

14 “(A) cost estimates, planned schedules,
15 and performance benchmarks, including specific
16 tasks, milestones, and timelines, for unmanned
17 aircraft systems integration into the national
18 airspace system, including an identification of—

19 “(i) the role of the unmanned aircraft
20 systems test ranges established under sub-
21 section (c) and the Unmanned Aircraft
22 Systems Center of Excellence;

23 “(ii) performance objectives for un-
24 manned aircraft systems that operate in
25 the national airspace system; and

1 “(iii) research and development prior-
2 ities for tools that could assist air traffic
3 controllers as unmanned aircraft systems
4 are integrated into the national airspace
5 system, as appropriate;

6 “(B) a description of how the Administra-
7 tion plans to use research and development, in-
8 cluding research and development conducted
9 through NASA’s Unmanned Aircraft Systems
10 Traffic Management initiatives, to accommo-
11 date, integrate, and provide for the evolution of
12 unmanned aircraft systems in the national air-
13 space system;

14 “(C) an assessment of critical performance
15 abilities necessary to integrate unmanned air-
16 craft systems into the national airspace system,
17 and how these performance abilities can be
18 demonstrated; and

19 “(D) an update on the advancement of
20 technologies needed to integrate unmanned air-
21 craft systems into the national airspace system,
22 including decisionmaking by adaptive systems,
23 such as sense-and-avoid capabilities and cyber
24 physical systems security.”.

1 **SEC. 2212. UNMANNED AIRCRAFT SYSTEMS-MANNED AIR-**
2 **CRAFT COLLISION RESEARCH.**

3 (a) RESEARCH.—The Administrator of the Federal
4 Aviation Administration (in this section referred to as the
5 “Administrator”), in continuation of ongoing work, shall
6 coordinate with the Administrator of the National Aero-
7 nautics and Space Administration to develop a program
8 to conduct comprehensive testing or modeling of un-
9 manned aircraft systems colliding with various sized air-
10 craft in various operational settings, as considered appro-
11 priate by the Administrator, including—

12 (1) collisions between unmanned aircraft sys-
13 tems of various sizes, traveling at various speeds,
14 and jet aircraft of various sizes, traveling at various
15 speeds;

16 (2) collisions between unmanned aircraft sys-
17 tems of various sizes, traveling at various speeds,
18 and propeller-driven aircraft of various sizes, trav-
19 eling at various speeds;

20 (3) collisions between unmanned aircraft sys-
21 tems of various sizes, traveling at various speeds,
22 and rotorcraft of various sizes, traveling at various
23 speeds; and

24 (4) collisions between unmanned aircraft sys-
25 tems and various parts of the aforementioned air-
26 craft, including—

- 1 (A) windshields;
- 2 (B) noses;
- 3 (C) engines;
- 4 (D) radomes;
- 5 (E) propellers; and
- 6 (F) wings.

7 (b) REPORT.—Not later than 1 year after the date
8 of enactment of this Act, the Administrator shall transmit
9 to the Committee on Science, Space, and Technology and
10 the Committee on Transportation and Infrastructure of
11 the House of Representatives and the Committee on Com-
12 merce, Science, and Transportation of the Senate a report
13 summarizing the costs and results of research under this
14 section.

15 **SEC. 2213. PROBABILISTIC METRICS RESEARCH AND DE-**
16 **VELOPMENT STUDY.**

17 (a) STUDY.—Not later than 30 days after the date
18 of enactment of this Act, the Administrator of the Federal
19 Aviation Administration shall enter into an arrangement
20 with the National Academies to study the potential use
21 of probabilistic assessments of risks by the Administration
22 to streamline the integration of unmanned aircraft sys-
23 tems into the national airspace system, including any re-
24 search and development necessary.

1 (b) COMPLETION DATE.—Not later than 1 year after
2 the date of enactment of this Act, the Administrator shall
3 provide the results of the study to the Committee on
4 Science, Space, and Technology and the Committee on
5 Transportation and Infrastructure of the House of Rep-
6 resentatives and the Committee on Commerce, Science,
7 and Transportation of the Senate.

8 **Subtitle C—Time Sensitive**

9 **Aviation Reforms**

10 **SEC. 2301. SMALL AIRPORT RELIEF FOR SAFETY PROJECTS.**

11 Section 47114(c)(1)(F) of title 49, United States
12 Code, is amended to read as follows:

13 “(F) SPECIAL RULE FOR FISCAL YEAR
14 2017.—Notwithstanding subparagraph (A), the
15 Secretary shall apportion to a sponsor of an air-
16 port under that subparagraph for fiscal year
17 2017 an amount based on the number of pas-
18 senger boardings at the airport during calendar
19 year 2012 if the airport—

20 “(i) had 10,000 or more passenger
21 boardings during calendar year 2012;

22 “(ii) had fewer than 10,000 passenger
23 boardings during the calendar year used to
24 calculate the apportionment for fiscal year
25 2017 under subparagraph (A); and

1 “(iii) had scheduled air service at any
2 point during the calendar year used to cal-
3 culate the apportionment for fiscal year
4 2017 under subparagraph (A).”.

5 **SEC. 2302. USE OF REVENUES AT PREVIOUSLY ASSOCIATED**
6 **AIRPORT.**

7 Section 40117 of title 49, United States Code, is
8 amended by adding at the end the following:

9 “(n) USE OF REVENUES AT PREVIOUSLY ASSOCI-
10 ATED AIRPORT.—Notwithstanding the requirements relat-
11 ing to airport control under subsection (b)(1), the Sec-
12 retary may authorize use of a passenger facility charge
13 under subsection (b) to finance an eligible airport-related
14 project if—

15 “(1) the eligible agency seeking to impose the
16 new charge controls an airport where a \$2.00 pas-
17 senger facility charge became effective on January 1,
18 2013; and

19 “(2) the location of the project to be financed
20 by the new charge is at an airport that was under
21 the control of the same eligible agency that had con-
22 trolled the airport described in paragraph (1).”.

1 **SEC. 2303. WORKING GROUP ON IMPROVING AIR SERVICE**
2 **TO SMALL COMMUNITIES.**

3 (a) IN GENERAL.—Not later than 120 days after the
4 date of enactment of this Act, the Secretary of Transpor-
5 tation shall establish a working group—

6 (1) to identify obstacles to attracting and main-
7 taining air transportation service to and from small
8 communities; and

9 (2) to develop recommendations for maintaining
10 and improving air transportation service to and from
11 small communities.

12 (b) OUTREACH.—In carrying out subsection (a), the
13 working group shall consult with—

14 (1) interested Governors;

15 (2) representatives of State and local agencies,
16 and other officials and groups, representing rural
17 States and other rural areas;

18 (3) other representatives of relevant State and
19 local agencies; and

20 (4) members of the public with experience in
21 aviation safety, pilot training, economic development,
22 and related issues.

23 (c) CONSIDERATIONS.—In carrying out subsection
24 (a), the working group shall—

25 (1) consider whether funding for, and the terms
26 of, current or potential new programs are sufficient

1 to help ensure continuation of or improvement to air
2 transportation service to small communities, includ-
3 ing the essential air service program and the small
4 community air service development program;

5 (2) identify initiatives to help support pilot
6 training and aviation safety to maintain air trans-
7 portation service to small communities;

8 (3) consider whether Federal funding for air-
9 ports serving small communities, including airports
10 that have lost air transportation services or had de-
11 creased enplanements in recent years, is adequate to
12 ensure that small communities have access to qual-
13 ity, affordable air transportation service;

14 (4) identify innovative State or local efforts that
15 have established public-private partnerships that are
16 successful in attracting and retaining air transpor-
17 tation service in small communities; and

18 (5) consider such other issues as the Secretary
19 considers appropriate.

20 (d) COMPOSITION.—

21 (1) IN GENERAL.—The working group shall be
22 facilitated through the Secretary or the Secretary's
23 designee.

1 (2) MEMBERSHIP.—Members of the working
2 group shall be appointed by the Secretary and shall
3 include representatives of—

4 (A) State and local government, including
5 State and local aviation officials;

6 (B) State Governors;

7 (C) aviation safety experts;

8 (D) economic development officials; and

9 (E) the traveling public from small com-
10 munities.

11 (e) REPORT AND RECOMMENDATIONS.—Not later
12 than 1 year after the date of enactment of this Act, the
13 Secretary shall submit to the appropriate committees of
14 Congress a report, including—

15 (1) a summary of the views expressed by the
16 participants in the outreach under subsection (b);

17 (2) a description of the working group’s find-
18 ings, including the identification of any areas of gen-
19 eral consensus among the non-Federal participants
20 in the outreach under subsection (b); and

21 (3) any recommendations for legislative or regu-
22 latory action that would assist in maintaining and
23 improving air transportation service to and from
24 small communities.

1 **SEC. 2304. COMPUTATION OF BASIC ANNUITY FOR CERTAIN**
2 **AIR TRAFFIC CONTROLLERS.**

3 (a) **IN GENERAL.**—Section 8415(f) of title 5, United
4 States Code, is amended to read as follows:

5 “(f) The annuity of an air traffic controller or former
6 air traffic controller retiring under section 8412(a) is com-
7 puted under subsection (a), except that if the individual
8 has at least 5 years of service in any combination as—

9 “(1) an air traffic controller as defined by sec-
10 tion 2109(1)(A)(i);

11 “(2) a first level supervisor of an air traffic
12 controller as defined by section 2109(1)(A)(i); or

13 “(3) a second level supervisor of an air traffic
14 controller as defined by section 2109(1)(A)(i);

15 so much of the annuity as is computed with respect to
16 such type of service shall be computed by multiplying 1
17 7/10 percent of the individual’s average pay by the years
18 of such service.”.

19 (b) **EFFECTIVE DATE.**—The amendment made by
20 subsection (a) shall be deemed to be effective on December
21 12, 2003.

22 (c) **PROCEDURES REQUIRED.**—The Director of the
23 Office of Personnel Management shall establish such pro-
24 cedures as are necessary to provide for—

25 (1) notification to each annuitant affected by
26 the amendments made by this section;

1 (2) recalculation of the benefits of affected an-
2 nuitants;

3 (3) an adjustment to applicable monthly benefit
4 amounts pursuant to such recalculation, to begin as
5 soon as is practicable; and

6 (4) a lump-sum payment to each affected annu-
7 itant equal to the additional total benefit amount
8 that such annuitant would have received had the
9 amendment made by subsection (a) been in effect on
10 December 12, 2003.

11 **SEC. 2305. REFUNDS FOR DELAYED BAGGAGE.**

12 (a) IN GENERAL.—Not later than 1 year after the
13 date of enactment of this Act, the Secretary of Transpor-
14 tation shall issue final regulations to require an air carrier
15 or foreign air carrier to promptly provide to a passenger
16 an automated refund for any ancillary fees paid by the
17 passenger for checked baggage if—

18 (1) the air carrier or foreign air carrier fails to
19 deliver the checked baggage to the passenger—

20 (A) not later than 12 hours after the ar-
21 rival of a domestic flight; or

22 (B) not later than 15 hours after the ar-
23 rival of an international flight; and

1 (2) the passenger has notified the air carrier or
2 foreign air carrier of the lost or delayed checked
3 baggage.

4 (b) EXCEPTION.—If, as part of the rulemaking, the
5 Secretary makes a determination on the record that a re-
6 quirement under subsection (a) is not feasible and would
7 adversely affect consumers in certain cases, the Secretary
8 may modify 1 or both of the deadlines specified in sub-
9 section (a)(1) for such cases, except that—

10 (1) the deadline relating to a domestic flight
11 may not exceed 18 hours after the arrival of the do-
12 mestic flight; and

13 (2) the deadline relating to an international
14 flight may not exceed 30 hours after the arrival of
15 the international flight.

16 **SEC. 2306. CONTRACT WEATHER OBSERVERS.**

17 (a) IN GENERAL.—Not later than 1 year after the
18 date of enactment of this Act, the Administrator of the
19 Federal Aviation Administration shall submit to the ap-
20 propriate committees of Congress a report, which includes
21 public and stakeholder input—

22 (1) examining the safety risks, hazard effects,
23 and efficiency and operational effects for airports,
24 airlines, and other stakeholders that could result

1 from a loss of contract weather observer service at
2 the 57 airports targeted for the loss of the service;

3 (2) detailing how the Federal Aviation Adminis-
4 tration will accurately report rapidly changing severe
5 weather conditions at the airports, including thun-
6 derstorms, lightning, fog, visibility, smoke, dust,
7 haze, cloud layers and ceilings, ice pellets, and freez-
8 ing rain or drizzle, without contract weather observ-
9 ers;

10 (3) indicating how airports can comply with ap-
11 plicable Federal Aviation Administration orders gov-
12 erning weather observations given the current docu-
13 mented limitations of automated surface observing
14 systems; and

15 (4) identifying the process through which the
16 Federal Aviation Administration analyzed the safety
17 hazards associated with the elimination of the con-
18 tract weather observer program.

19 (b) CONTINUED USE OF CONTRACT WEATHER OB-
20 SERVERS.—The Administrator may not discontinue the
21 contract weather observer program at any airport until
22 October 1, 2017.

1 **SEC. 2307. MEDICAL CERTIFICATION OF CERTAIN SMALL**
2 **AIRCRAFT PILOTS.**

3 (a) IN GENERAL.—Not later than 180 days after the
4 date of enactment of this Act, the Administrator of the
5 Federal Aviation Administration shall issue or revise regu-
6 lations to ensure that an individual may operate as pilot
7 in command of a covered aircraft if—

8 (1) the individual possesses a valid driver’s li-
9 cense issued by a State, territory, or possession of
10 the United States and complies with all medical re-
11 quirements or restrictions associated with that li-
12 cense;

13 (2) the individual holds a medical certificate
14 issued by the Federal Aviation Administration on
15 the date of enactment of this Act, held such a cer-
16 tificate at any point during the 10-year period pre-
17 ceding such date of enactment, or obtains such a
18 certificate after such date of enactment;

19 (3) the most recent medical certificate issued by
20 the Federal Aviation Administration to the indi-
21 vidual—

22 (A) indicates whether the certificate is
23 first, second, or third class;

24 (B) may include authorization for special
25 issuance;

26 (C) may be expired;

1 (D) cannot have been revoked or sus-
2 pended; and

3 (E) cannot have been withdrawn;

4 (4) the most recent application for airman med-
5 ical certification submitted to the Federal Aviation
6 Administration by the individual cannot have been
7 completed and denied;

8 (5) the individual has completed a medical edu-
9 cation course described in subsection (c) during the
10 24 calendar months before acting as pilot in com-
11 mand of a covered aircraft and demonstrates proof
12 of completion of the course;

13 (6) the individual, when serving as a pilot in
14 command, is under the care and treatment of a phy-
15 sician if the individual has been diagnosed with any
16 medical condition that may impact the ability of the
17 individual to fly;

18 (7) the individual has received a comprehensive
19 medical examination from a State-licensed physician
20 during the previous 48 months and—

21 (A) prior to the examination, the indi-
22 vidual—

23 (i) completed the individual's section
24 of the checklist described in subsection (b);

25 and

1 (ii) provided the completed checklist
2 to the physician performing the examina-
3 tion; and

4 (B) the physician conducted the com-
5 prehensive medical examination in accordance
6 with the checklist described in subsection (b),
7 checking each item specified during the exam-
8 ination and addressing, as medically appro-
9 priate, every medical condition listed, and any
10 medications the individual is taking; and

11 (8) the individual is operating in accordance
12 with the following conditions:

13 (A) The covered aircraft is carrying not
14 more than 5 passengers.

15 (B) The individual is operating the covered
16 aircraft under visual flight rules or instrument
17 flight rules.

18 (C) The flight, including each portion of
19 that flight, is not carried out—

20 (i) for compensation or hire, including
21 that no passenger or property on the flight
22 is being carried for compensation or hire;

23 (ii) at an altitude that is more than
24 18,000 feet above mean sea level;

1 (iii) outside the United States, unless
2 authorized by the country in which the
3 flight is conducted; or

4 (iv) at an indicated air speed exceed-
5 ing 250 knots.

6 (b) COMPREHENSIVE MEDICAL EXAMINATION.—

7 (1) IN GENERAL.—Not later than 180 days
8 after the date of enactment of this Act, the Adminis-
9 trator shall develop a checklist for an individual to
10 complete and provide to the physician performing
11 the comprehensive medical examination required in
12 subsection (a)(7).

13 (2) REQUIREMENTS.—The checklist shall con-
14 tain—

15 (A) a section, for the individual to com-
16 plete that contains—

17 (i) boxes 3 through 13 and boxes 16
18 through 19 of the Federal Aviation Admin-
19 istration Form 8500–8 (3–99); and

20 (ii) a signature line for the individual
21 to affirm that—

22 (I) the answers provided by the
23 individual on that checklist, including
24 the individual's answers regarding

1 medical history, are true and com-
2 plete;

3 (II) the individual understands
4 that he or she is prohibited under
5 Federal Aviation Administration regu-
6 lations from acting as pilot in com-
7 mand, or any other capacity as a re-
8 quired flight crew member, if he or
9 she knows or has reason to know of
10 any medical deficiency or medically
11 disqualifying condition that would
12 make the individual unable to operate
13 the aircraft in a safe manner; and

14 (III) the individual is aware of
15 the regulations pertaining to the pro-
16 hibition on operations during medical
17 deficiency and has no medically dis-
18 qualifying conditions in accordance
19 with applicable law;

20 (B) a section with instructions for the indi-
21 vidual to provide the completed checklist to the
22 physician performing the comprehensive medical
23 examination required in subsection (a)(7); and

24 (C) a section, for the physician to com-
25 plete, that instructs the physician—

- 1 (i) to perform a clinical examination
2 of—
- 3 (I) head, face, neck, and scalp;
4 (II) nose, sinuses, mouth, and
5 throat;
6 (III) ears, general (internal and
7 external canals), and eardrums (per-
8 foration);
9 (IV) eyes (general),
10 ophthalmoscopic, pupils (equality and
11 reaction), and ocular motility (associ-
12 ated parallel movement, nystagmus);
13 (V) lungs and chest (not includ-
14 ing breast examination);
15 (VI) heart (precordial activity,
16 rhythm, sounds, and murmurs);
17 (VII) vascular system (pulse, am-
18 plitude, and character, and arms, legs,
19 and others);
20 (VIII) abdomen and viscera (in-
21 cluding hernia);
22 (IX) anus (not including digital
23 examination);
24 (X) skin;

- 1 (XI) G–U system (not including
2 pelvic examination);
- 3 (XII) upper and lower extrem-
4 ities (strength and range of motion);
- 5 (XIII) spine and other musculo-
6 skeletal;
- 7 (XIV) identifying body marks,
8 scars, and tattoos (size and location);
- 9 (XV) lymphatics;
- 10 (XVI) neurologic (tendon re-
11 flexes, equilibrium, senses, cranial
12 nerves, and coordination, etc.);
- 13 (XVII) psychiatric (appearance,
14 behavior, mood, communication, and
15 memory);
- 16 (XVIII) general systemic;
- 17 (XIX) hearing;
- 18 (XX) vision (distant, near, and
19 intermediate vision, field of vision,
20 color vision, and ocular alignment);
- 21 (XXI) blood pressure and pulse;
22 and
- 23 (XXII) anything else the physi-
24 cian, in his or her medical judgment,
25 considers necessary;

1 (ii) to exercise medical discretion to
2 address, as medically appropriate, any
3 medical conditions identified, and to exer-
4 cise medical discretion in determining
5 whether any medical tests are warranted
6 as part of the comprehensive medical ex-
7 amination;

8 (iii) to discuss all drugs the individual
9 reports taking (prescription and non-
10 prescription) and their potential to inter-
11 fere with the safe operation of an aircraft
12 or motor vehicle;

13 (iv) to sign the checklist, stating: “I
14 certify that I discussed all items on this
15 checklist with the individual during my ex-
16 amination, discussed any medications the
17 individual is taking that could interfere
18 with their ability to safely operate an air-
19 craft or motor vehicle, and performed an
20 examination that included all of the items
21 on this checklist. I certify that I am not
22 aware of any medical condition that, as
23 presently treated, could interfere with the
24 individual’s ability to safely operate an air-
25 craft.”; and

1 (v) to provide the date the comprehen-
2 sive medical examination was completed,
3 and the physician's full name, address,
4 telephone number, and State medical li-
5 cense number.

6 (3) LOGBOOK.—The completed checklist shall
7 be retained in the individual's logbook and made
8 available on request.

9 (c) MEDICAL EDUCATION COURSE REQUIRE-
10 MENTS.—The medical education course described in this
11 subsection shall—

12 (1) be available on the Internet free of charge;

13 (2) be developed and periodically updated in co-
14 ordination with representatives of relevant nonprofit
15 and not-for-profit general aviation stakeholder
16 groups;

17 (3) educate pilots on conducting medical self-as-
18 sessments;

19 (4) advise pilots on identifying warning signs of
20 potential serious medical conditions;

21 (5) identify risk mitigation strategies for med-
22 ical conditions;

23 (6) increase awareness of the impacts of poten-
24 tially impairing over-the-counter and prescription
25 drug medications;

1 (7) encourage regular medical examinations and
2 consultations with primary care physicians;

3 (8) inform pilots of the regulations pertaining
4 to the prohibition on operations during medical defi-
5 ciency and medically disqualifying conditions;

6 (9) provide the checklist developed by the Fed-
7 eral Aviation Administration in accordance with sub-
8 section (b); and

9 (10) upon successful completion of the course,
10 electronically provide to the individual and transmit
11 to the Federal Aviation Administration—

12 (A) a certification of completion of the
13 medical education course, which shall be printed
14 and retained in the individual's logbook and
15 made available upon request, and shall contain
16 the individual's name, address, and airman cer-
17 tificate number;

18 (B) subject to subsection (d), a release au-
19 thorizing the National Driver Register through
20 a designated State Department of Motor Vehi-
21 cles to furnish to the Federal Aviation Adminis-
22 tration information pertaining to the individ-
23 ual's driving record;

24 (C) a certification by the individual that
25 the individual is under the care and treatment

1 of a physician if the individual has been diag-
2 nosed with any medical condition that may im-
3 pact the ability of the individual to fly, as re-
4 quired under subsection (a)(6);

5 (D) a form that includes—

6 (i) the name, address, telephone num-
7 ber, and airman certificate number of the
8 individual;

9 (ii) the name, address, telephone num-
10 ber, and State medical license number of
11 the physician performing the comprehen-
12 sive medical examination required in sub-
13 section (a)(7);

14 (iii) the date of the comprehensive
15 medical examination required in subsection
16 (a)(7); and

17 (iv) a certification by the individual
18 that the checklist described in subsection
19 (b) was followed and signed by the physi-
20 cian in the comprehensive medical exam-
21 ination required in subsection (a)(7); and

22 (E) a statement, which shall be printed,
23 and signed by the individual certifying that the
24 individual understands the existing prohibition
25 on operations during medical deficiency by stat-

1 ing: “I understand that I cannot act as pilot in
2 command, or any other capacity as a required
3 flight crew member, if I know or have reason to
4 know of any medical condition that would make
5 me unable to operate the aircraft in a safe
6 manner.”.

7 (d) NATIONAL DRIVER REGISTER.—The authoriza-
8 tion under subsection (c)(10)(B) shall be an authorization
9 for a single access to the information contained in the Na-
10 tional Driver Register.

11 (e) SPECIAL ISSUANCE PROCESS.—

12 (1) IN GENERAL.—An individual who has quali-
13 fied for the third-class medical certificate exemption
14 under subsection (a) and is seeking to serve as a
15 pilot in command of a covered aircraft shall be re-
16 quired to have completed the process for obtaining
17 an Authorization for Special Issuance of a Medical
18 Certificate for each of the following:

19 (A) A mental health disorder, limited to an
20 established medical history or clinical diagnosis
21 of—

22 (i) personality disorder that is severe
23 enough to have repeatedly manifested itself
24 by overt acts;

1 (ii) psychosis, defined as a case in
2 which an individual—

3 (I) has manifested delusions, hal-
4 lucinations, grossly bizarre or disorga-
5 nized behavior, or other commonly ac-
6 cepted symptoms of psychosis; or

7 (II) may reasonably be expected
8 to manifest delusions, hallucinations,
9 grossly bizarre or disorganized behav-
10 ior, or other commonly accepted
11 symptoms of psychosis;

12 (iii) bipolar disorder; or

13 (iv) substance dependence within the
14 previous 2 years, as defined in section
15 67.307(a)(4) of title 14, Code of Federal
16 Regulations.

17 (B) A neurological disorder, limited to an
18 established medical history or clinical diagnosis
19 of any of the following:

20 (i) Epilepsy.

21 (ii) Disturbance of consciousness with-
22 out satisfactory medical explanation of the
23 cause.

1 (iii) A transient loss of control of
2 nervous system functions without satisfac-
3 tory medical explanation of the cause.

4 (C) A cardiovascular condition, limited to a
5 one-time special issuance for each diagnosis of
6 the following:

7 (i) Myocardial infraction.

8 (ii) Coronary heart disease that has
9 required treatment.

10 (iii) Cardiac valve replacement.

11 (iv) Heart replacement.

12 (2) SPECIAL RULE FOR CARDIOVASCULAR CON-
13 DITIONS.—In the case of an individual with a car-
14 diovascular condition, the process for obtaining an
15 Authorization for Special Issuance of a Medical Cer-
16 tificate shall be satisfied with the successful comple-
17 tion of an appropriate clinical evaluation without a
18 mandatory wait period.

19 (3) SPECIAL RULE FOR MENTAL HEALTH CON-
20 DITIONS.—

21 (A) IN GENERAL.—In the case of an indi-
22 vidual with a clinically diagnosed mental health
23 condition, the third-class medical certificate ex-
24 emption under subsection (a) shall not apply
25 if—

1 (i) in the judgment of the individual's
2 State-licensed medical specialist, the condi-
3 tion—

4 (I) renders the individual unable
5 to safely perform the duties or exer-
6 cise the airman privileges described in
7 subsection (a)(8); or

8 (II) may reasonably be expected
9 to make the individual unable to per-
10 form the duties or exercise the privi-
11 leges described in subsection (a)(8); or

12 (ii) the individual's driver's license is
13 revoked by the issuing agency as a result
14 of a clinically diagnosed mental health con-
15 dition.

16 (B) CERTIFICATION.—Subject to subpara-
17 graph (A), an individual clinically diagnosed
18 with a mental health condition shall certify
19 every 2 years, in conjunction with the certifi-
20 cation under subsection (c)(10)(C), that the in-
21 dividual is under the care of a State-licensed
22 medical specialist for that mental health condi-
23 tion.

24 (4) SPECIAL RULE FOR NEUROLOGICAL CONDI-
25 TIONS.—

1 (A) IN GENERAL.—In the case of an indi-
2 vidual with a clinically diagnosed neurological
3 condition, the third-class medical certificate ex-
4 emption under subsection (a) shall not apply
5 if—

6 (i) in the judgment of the individual’s
7 State-licensed medical specialist, the condi-
8 tion—

9 (I) renders the individual unable
10 to safely perform the duties or exer-
11 cise the airman privileges described in
12 subsection (a)(8); or

13 (II) may reasonably be expected
14 to make the individual unable to per-
15 form the duties or exercise the privi-
16 leges described in subsection (a)(8); or

17 (ii) the individual’s driver’s license is
18 revoked by the issuing agency as a result
19 of a clinically diagnosed neurological condi-
20 tion.

21 (B) CERTIFICATION.—Subject to subpara-
22 graph (A), an individual clinically diagnosed
23 with a neurological condition shall certify every
24 2 years, in conjunction with the certification
25 under subsection (c)(10)(C), that the individual

1 is under the care of a State-licensed medical
2 specialist for that neurological condition.

3 (f) IDENTIFICATION OF ADDITIONAL MEDICAL CON-
4 DITIONS FOR CACI PROGRAM.—

5 (1) IN GENERAL.—Not later than 180 days
6 after the date of enactment of this Act, the Adminis-
7 trator shall review and identify additional medical
8 conditions that could be added to the program
9 known as the Conditions AMEs Can Issue (CACI)
10 program.

11 (2) CONSULTATIONS.—In carrying out para-
12 graph (1), the Administrator shall consult with avia-
13 tion, medical, and union stakeholders.

14 (3) REPORT REQUIRED.—Not later than 180
15 days after the date of enactment of this Act, the Ad-
16 ministrator shall submit to the appropriate commit-
17 tees of Congress a report listing the medical condi-
18 tions that have been added to the CACI program
19 under paragraph (1).

20 (g) EXPEDITED AUTHORIZATION FOR SPECIAL
21 ISSUANCE OF A MEDICAL CERTIFICATE.—

22 (1) IN GENERAL.—The Administrator shall im-
23 plement procedures to expedite the process for ob-
24 taining an Authorization for Special Issuance of a

1 Medical Certificate under section 67.401 of title 14,
2 Code of Federal Regulations.

3 (2) CONSULTATIONS.—In carrying out para-
4 graph (1), the Administrator shall consult with avia-
5 tion, medical, and union stakeholders.

6 (3) REPORT REQUIRED.—Not later than 1 year
7 after the date of enactment of this Act, the Adminis-
8 trator shall submit to the appropriate committees of
9 Congress a report describing how the procedures im-
10 plemented under paragraph (1) will streamline the
11 process for obtaining an Authorization for Special
12 Issuance of a Medical Certificate and reduce the
13 amount of time needed to review and decide special
14 issuance cases.

15 (h) REPORT REQUIRED.—Not later than 5 years
16 after the date of enactment of this Act, the Administrator,
17 in coordination with the National Transportation Safety
18 Board, shall submit to the appropriate committees of Con-
19 gress a report that describes the effect of the regulations
20 issued or revised under subsection (a) and includes statis-
21 tics with respect to changes in small aircraft activity and
22 safety incidents.

23 (i) PROHIBITION ON ENFORCEMENT ACTIONS.—Be-
24 ginning on the date that is 1 year after the date of enact-
25 ment of this Act, the Administrator may not take an en-

1 enforcement action for not holding a valid third-class med-
2 ical certificate against a pilot of a covered aircraft for a
3 flight if the pilot and the flight meet, through a good faith
4 effort, the applicable requirements under subsection (a),
5 except paragraph (5) of that subsection, unless the Ad-
6 ministrator has published final regulations in the Federal
7 Register under that subsection.

8 (j) COVERED AIRCRAFT DEFINED.—In this section,
9 the term “covered aircraft” means an aircraft that—

10 (1) is authorized under Federal law to carry not
11 more than 6 occupants; and

12 (2) has a maximum certificated takeoff weight
13 of not more than 6,000 pounds.

14 (k) OPERATIONS COVERED.—The provisions and re-
15 quirements covered in this section do not apply to pilots
16 who elect to operate under the medical requirements under
17 subsection (b) or subsection (c) of section 61.23 of title
18 14, Code of Federal Regulations.

19 (l) AUTHORITY TO REQUIRE ADDITIONAL INFORMA-
20 TION.—

21 (1) IN GENERAL.—If the Administrator receives
22 credible or urgent information, including from the
23 National Driver Register or the Administrator’s
24 Safety Hotline, that reflects on an individual’s abil-
25 ity to safely operate a covered aircraft under the

1 third-class medical certificate exemption in sub-
2 section (a), the Administrator may require the indi-
3 vidual to provide additional information or history so
4 that the Administrator may determine whether the
5 individual is safe to continue operating a covered
6 aircraft.

7 (2) USE OF INFORMATION.—The Administrator
8 may use credible or urgent information received
9 under paragraph (1) to request an individual to pro-
10 vide additional information or to take actions under
11 section 44709(b) of title 49, United States Code.

12 **SEC. 2308. TARMAC DELAYS.**

13 (a) DEPLANING FOLLOWING EXCESSIVE TARMAC
14 DELAY.—Section 42301(b)(3) of title 49, United States
15 Code, is amended—

16 (1) by redesignating subparagraph (C) as sub-
17 paragraph (D);

18 (2) by inserting after subparagraph (B) the fol-
19 lowing:

20 “(C) In providing the option described in
21 subparagraph (A), the air carrier shall begin to
22 return the aircraft to a suitable disembarkation
23 point—

24 “(i) in the case of a flight in inter-
25 state air transportation, not later than 3

1 hours after the main aircraft door is closed
2 in preparation for departure; and

3 “(ii) in the case of a flight in foreign
4 air transportation, not later than 4 hours
5 after the main aircraft door is closed in
6 preparation for departure.”; and

7 (3) in subparagraph (D) (as redesignated by
8 paragraph (1) of this subsection) by striking “sub-
9 paragraphs (A) and (B)” and inserting “subpara-
10 graphs (A), (B), and (C)”.

11 (b) EXCESSIVE TARMAC DELAY DEFINED.—Section
12 42301(i)(4) of title 49, United States Code, is amended
13 to read as follows:

14 “(4) EXCESSIVE TARMAC DELAY.—The term
15 ‘excessive tarmac delay’ means a tarmac delay of
16 more than—

17 “(A) 3 hours for a flight in interstate air
18 transportation; or

19 “(B) 4 hours for a flight in foreign air
20 transportation.”.

21 (c) REGULATIONS.—Not later than 90 days after the
22 date of enactment of this section, the Secretary of Trans-
23 portation shall issue regulations and take other actions
24 necessary to carry out the amendments made by this sec-
25 tion.

1 **SEC. 2309. FAMILY SEATING.**

2 (a) IN GENERAL.—Not later than 1 year after the
3 date of enactment of this Act, the Secretary of Transpor-
4 tation shall review and, if appropriate, establish a policy
5 directing all air carriers providing scheduled passenger
6 interstate or intrastate air transportation to establish poli-
7 cies that enable a child, who is age 13 or under on the
8 date an applicable flight is scheduled to occur, to be seated
9 in a seat adjacent to the seat of an accompanying family
10 member over the age of 13, to the maximum extent prac-
11 ticable and at no additional cost, except when assignment
12 to an adjacent seat would require an upgrade to another
13 cabin class or a seat with extra legroom or seat pitch for
14 which additional payment is normally required.

15 (b) EFFECT ON AIRLINE BOARDING AND SEATING
16 POLICIES.—When considering any new policy under this
17 section, the Secretary shall consider the traditional seating
18 and boarding policies of air carriers providing scheduled
19 passenger interstate or intrastate air transportation and
20 whether those policies generally allow families to sit to-
21 gether.

22 (c) STATUTORY CONSTRUCTION.—Notwithstanding
23 the requirement in subsection (a), nothing in this section
24 may be construed to allow the Secretary to impose a sig-
25 nificant change in the overall seating or boarding policy
26 of an air carrier providing scheduled passenger interstate

1 or intrastate air transportation that has an open or flexi-
2 ble seating policy in place that generally allows adjacent
3 family seating as described in subsection (a).

4 **TITLE III—AVIATION SECURITY**

5 **SEC. 3001. SHORT TITLE.**

6 This title may be cited as the “Aviation Security Act
7 of 2016”.

8 **SEC. 3002. DEFINITIONS.**

9 In this title:

10 (1) ADMINISTRATOR.—The term “Adminis-
11 trator” means the Administrator of the Transpor-
12 tation Security Administration.

13 (2) DEPARTMENT.—The term “Department”
14 means the Department of Homeland Security.

15 (3) PRECHECK PROGRAM.—The term
16 “PreCheck Program” means the trusted traveler
17 program implemented by the Transportation Secu-
18 rity Administration under section 109(a)(3) of the
19 Aviation and Transportation Security Act (Public
20 Law 107–71; 49 U.S.C. 114 note).

21 (4) TSA.—The term “TSA” means the Trans-
22 portation Security Administration.

1 **Subtitle A—TSA PreCheck**
2 **Expansion**

3 **SEC. 3101. PRECHECK PROGRAM AUTHORIZATION.**

4 The Administrator shall continue to administer the
5 PreCheck Program.

6 **SEC. 3102. PRECHECK PROGRAM ENROLLMENT EXPAN-**
7 **SION.**

8 (a) **IN GENERAL.**—Not later than 90 days after the
9 date of enactment of this Act, the Administrator shall
10 publish PreCheck Program enrollment standards that add
11 multiple private sector application capabilities for the
12 PreCheck Program to increase the public’s enrollment ac-
13 cess to the program, including standards that allow the
14 use of secure technologies, including online enrollment, ki-
15 osks, tablets, or staffed laptop stations at which individ-
16 uals can apply for entry into the program.

17 (b) **REQUIREMENTS.**—Upon publication of the
18 PreCheck Program enrollment standards under subsection
19 (a), the Administrator shall—

20 (1) coordinate with interested parties—

21 (A) to deploy TSA-approved ready-to-mar-
22 ket private sector solutions that meet the
23 PreCheck Program enrollment standards under
24 such subsection;

1 (B) to make available additional PreCheck
2 Program enrollment capabilities; and

3 (C) to offer secure online and mobile en-
4 rollment opportunities;

5 (2) partner with the private sector to collect
6 biographic and biometric identification information
7 via kiosks, mobile devices, or other mobile enroll-
8 ment platforms to increase enrollment flexibility and
9 minimize the amount of travel to enrollment centers
10 for applicants;

11 (3) ensure that any information, including bio-
12 graphic information, is collected in a manner that—

13 (A) is comparable with the appropriate and
14 applicable standards developed by the National
15 Institute of Standards and Technology; and

16 (B) protects privacy and data security, in-
17 cluding that any personally identifiable informa-
18 tion is collected, retained, used, and shared in
19 a manner consistent with section 552a of title
20 5, United States Code (commonly known as
21 “Privacy Act of 1974”), and with agency regu-
22 lations;

23 (4) ensure that the enrollment process is
24 streamlined and flexible to allow an individual to

1 provide additional information to complete enroll-
2 ment and verify identity;

3 (5) ensure that any enrollment expansion using
4 a private sector risk assessment instead of a finger-
5 print-based criminal history records check is evalu-
6 ated and certified by the Secretary of Homeland Se-
7 curity, and verified by the Government Account-
8 ability Office or a federally funded research and de-
9 velopment center after award to be equivalent to a
10 fingerprint-based criminal history records check con-
11 ducted through the Federal Bureau of Investigation
12 with respect to the effectiveness of identifying indi-
13 viduals who are not qualified to participate in the
14 PreCheck Program due to disqualifying criminal his-
15 tory; and

16 (6) ensure that the Secretary has certified that
17 reasonable procedures are in place with regard to
18 the accuracy, relevancy, and proper utilization of in-
19 formation employed in private sector risk assess-
20 ments.

21 (c) **MARKETING OF PRECHECK PROGRAM.**—Upon
22 publication of PreCheck Program enrollment standards
23 under subsection (a), the Administrator shall—

24 (1) in accordance with such standards, develop
25 and implement—

1 (A) a continual process, including an asso-
2 ciated timeframe, for approving private sector
3 marketing of the PreCheck Program; and

4 (B) a long-term strategy for partnering
5 with the private sector to encourage enrollment
6 in such program;

7 (2) submit to Congress, at the end of each fis-
8 cal year, a report on any PreCheck Program applica-
9 tion fees collected in excess of the costs of admin-
10 istering the program, including to assess the feasi-
11 bility of the program, for such fiscal year, and rec-
12 ommendations for using such fees to support mar-
13 keting of the program.

14 (d) IDENTITY VERIFICATION ENHANCEMENT.—Not
15 later than 120 days after the date of enactment of this
16 Act, the Administrator shall—

17 (1) coordinate with the heads of appropriate
18 components of the Department to leverage Depart-
19 ment-held data and technologies to verify the citizen-
20 ship of individuals enrolling in the PreCheck Pro-
21 gram;

22 (2) partner with the private sector to use bio-
23 metrics and authentication standards, such as rel-
24 evant standards developed by the National Institute

1 of Standards and Technology, to facilitate enroll-
2 ment in the program; and

3 (3) consider leveraging the existing resources
4 and abilities of airports to conduct fingerprint and
5 background checks to expedite identity verification.

6 (e) PRECHECK PROGRAM LANES OPERATION.—The
7 Administrator shall—

8 (1) ensure that PreCheck Program screening
9 lanes are open and available during peak and high-
10 volume travel times at appropriate airports to indi-
11 viduals enrolled in the PreCheck Program; and

12 (2) make every practicable effort to provide ex-
13 pedited screening at standard screening lanes during
14 times when PreCheck Program screening lanes are
15 closed to individuals enrolled in the program in
16 order to maintain operational efficiency.

17 (f) VETTING FOR PRECHECK PROGRAM PARTICI-
18 PANTS.—Not later than 90 days after the date of enact-
19 ment of this Act, the Administrator shall initiate an as-
20 sessment to identify any security vulnerabilities in the vet-
21 ting process for the PreCheck Program, including deter-
22 mining whether subjecting PreCheck Program partici-
23 pants to recurrent fingerprint-based criminal history
24 records checks, in addition to recurrent checks against the

1 terrorist watchlist, could be done in a cost-effective man-
2 ner to strengthen the security of the PreCheck Program.

3 **Subtitle B—Securing Aviation**
4 **From Foreign Entry Points and**
5 **Guarding Airports Through En-**
6 **hanced Security**

7 **SEC. 3201. LAST POINT OF DEPARTURE AIRPORT SECURITY**
8 **ASSESSMENT.**

9 (a) IN GENERAL.—Not later than 180 days after the
10 date of enactment of this Act, the Administrator shall con-
11 duct a comprehensive security risk assessment of all last
12 point of departure airports with nonstop flights to the
13 United States.

14 (b) CONTENTS.—The security risk assessment re-
15 quired under subsection (a) shall include consideration of
16 the following:

17 (1) The level of coordination and cooperation
18 between the TSA and the foreign government of the
19 country in which the last point of departure airport
20 with nonstop flights to the United States is located.

21 (2) The intelligence and threat mitigation capa-
22 bilities of the country in which such airport is lo-
23 cated.

24 (3) The number of known or suspected terror-
25 ists annually transiting through such airport.

1 (4) The degree to which the foreign government
2 of the country in which such airport is located man-
3 dates, encourages, or prohibits the collection, anal-
4 ysis, and sharing of passenger name records.

5 (5) The passenger security screening practices,
6 capabilities, and capacity of such airport.

7 (6) The security vetting undergone by aviation
8 workers at such airport.

9 (7) The access controls utilized by such airport
10 to limit to authorized personnel access to secure and
11 sterile areas of such airports.

12 **SEC. 3202. SECURITY COORDINATION ENHANCEMENT**
13 **PLAN.**

14 (a) IN GENERAL.—Not later than 240 days after the
15 date of enactment of this Act, the Administrator shall sub-
16 mit to Congress and the Government Accountability Office
17 a plan—

18 (1) to enhance and bolster security collabora-
19 tion, coordination, and information sharing relating
20 to securing international-inbound aviation between
21 the United States and domestic and foreign part-
22 ners, including U.S. Customs and Border Protection,
23 foreign government entities, passenger air carriers,
24 cargo air carriers, and United States Government
25 entities, in order to enhance security capabilities at

1 foreign airports, including airports that may not
2 have nonstop flights to the United States but are
3 nonetheless determined by the Administrator to be
4 high risk; and

5 (2) that includes an assessment of the ability of
6 the TSA to enter into a mutual agreement with a
7 foreign government entity that permits TSA rep-
8 resentatives to conduct without prior notice inspec-
9 tions of foreign airports.

10 (b) GAO REVIEW.—Not later than 180 days after the
11 submission of the plan required under subsection (a), the
12 Comptroller General of the United States shall review the
13 efforts, capabilities, and effectiveness of the TSA to en-
14 hance security capabilities at foreign airports and deter-
15 mine if the implementation of such efforts and capabilities
16 effectively secures international-inbound aviation.

17 **SEC. 3203. WORKFORCE ASSESSMENT.**

18 Not later than 270 days after the date of enactment
19 of this Act, the Administrator shall submit to Congress
20 a comprehensive workforce assessment of all TSA per-
21 sonnel within the Office of Global Strategies of the TSA
22 or whose primary professional duties contribute to the
23 TSA's global efforts to secure transportation security, in-
24 cluding a review of whether such personnel are assigned
25 in a risk-based, intelligence-driven manner.

1 **SEC. 3204. DONATION OF SCREENING EQUIPMENT TO PRO-**
2 **TECT THE UNITED STATES.**

3 (a) IN GENERAL.—The Administrator is authorized
4 to donate security screening equipment to a foreign last
5 point of departure airport operator if such equipment can
6 be reasonably expected to mitigate a specific vulnerability
7 to the security of the United States or United States citi-
8 zens.

9 (b) REPORT.—Not later than 30 days before any do-
10 nation of security screening equipment pursuant to sub-
11 section (a), the Administrator shall provide to the Com-
12 mittee on Homeland Security of the House of Representa-
13 tives and the Committee on Homeland Security and Gov-
14 ernmental Affairs and the Committee on Commerce,
15 Science, and Transportation of the Senate a detailed writ-
16 ten explanation of the following:

17 (1) The specific vulnerability to the United
18 States or United States citizens that will be miti-
19 gated by such donation.

20 (2) An explanation as to why the recipient of
21 such donation is unable or unwilling to purchase se-
22 curity screening equipment to mitigate such vulner-
23 ability.

24 (3) An evacuation plan for sensitive tech-
25 nologies in case of emergency or instability in the
26 country to which such donation is being made.

1 (4) How the Administrator will ensure the secu-
2 rity screening equipment that is being donated is
3 used and maintained over the course of its life by
4 the recipient.

5 (5) The total dollar value of such donation.

6 **SEC. 3205. NATIONAL CARGO SECURITY PROGRAM.**

7 (a) IN GENERAL.—The Administrator may evaluate
8 foreign countries' air cargo security programs to deter-
9 mine whether such programs provide a level of security
10 commensurate with the level of security required by
11 United States air cargo security programs.

12 (b) APPROVAL AND RECOGNITION.—

13 (1) IN GENERAL.—If the Administrator deter-
14 mines that a foreign country's air cargo security
15 program evaluated under subsection (a) provides a
16 level of security commensurate with the level of secu-
17 rity required by United States air cargo security
18 programs, the Administrator shall approve and offi-
19 cially recognize such foreign country's air cargo se-
20 curity program.

21 (2) EFFECT OF APPROVAL AND RECOGNI-
22 TION.—If the Administrator approves and officially
23 recognizes pursuant to paragraph (1) a foreign
24 country's air cargo security program, an aircraft
25 transporting cargo that is departing such foreign

1 country shall not be required to adhere to United
2 States air cargo security programs that would other-
3 wise be applicable.

4 (c) REVOCATION AND SUSPENSION.—

5 (1) IN GENERAL.—If the Administrator deter-
6 mines at any time that a foreign country's air cargo
7 security program approved and officially recognized
8 under subsection (b) no longer provides a level of se-
9 curity commensurate with the level of security re-
10 quired by United States air cargo security programs,
11 the Administrator may revoke or temporarily sus-
12 pend such approval and official recognition until
13 such time as the Administrator determines that such
14 foreign country's cargo security programs provide a
15 level of security commensurate with the level of secu-
16 rity required by such United States air cargo secu-
17 rity programs.

18 (2) NOTIFICATION.—If the Administrator re-
19 vokes or suspends pursuant to paragraph (1) a for-
20 eign country's air cargo security program, the Ad-
21 ministrator shall notify the Committee on Homeland
22 Security of the House of Representatives and the
23 Committee on Commerce, Science, and Transpor-
24 tation of the Senate not later than 30 days after
25 such revocation or suspension.

1 (d) APPLICATION.—This section shall apply irrespec-
2 tive of whether cargo is transported on an aircraft of an
3 air carrier, a foreign air carrier, a cargo carrier, or a for-
4 eign cargo carrier.

5 **SEC. 3206. INTERNATIONAL TRAINING AND CAPACITY DE-**
6 **VELOPMENT.**

7 (a) IN GENERAL.—The Administrator shall establish
8 an international training and capacity development pro-
9 gram to train the appropriate authorities of foreign gov-
10 ernments in air transportation security.

11 (b) CONTENTS OF TRAINING.—If the Administrator
12 determines that a foreign government would benefit from
13 training and capacity development assistance pursuant to
14 subsection (a), the Administrator may provide to the ap-
15 propriate authorities of such foreign government technical
16 assistance and training programs to strengthen aviation
17 security in managerial, operational, and technical areas,
18 including—

- 19 (1) active shooter scenarios;
- 20 (2) incident response;
- 21 (3) use of canines;
- 22 (4) mitigation of insider threats;
- 23 (5) perimeter security;
- 24 (6) operation and maintenance of security
25 screening technology; and

1 (7) recurrent related training and exercises.

2 **Subtitle C—Checkpoint**
3 **Optimization and Efficiency**

4 **SEC. 3301. SENSE OF CONGRESS.**

5 It is the sense of Congress that airport checkpoint
6 wait times should not take priority over the security of
7 the aviation system of the United States.

8 **SEC. 3302. ENHANCED STAFFING ALLOCATION MODEL.**

9 (a) IN GENERAL.—Not later than 30 days after the
10 date of the enactment of this Act, the Administrator shall
11 complete an assessment of the TSA’s staffing allocation
12 model to determine the necessary staffing positions at all
13 airports in the United States at which the TSA operates
14 passenger checkpoints.

15 (b) APPROPRIATE STAFFING.—The staffing alloca-
16 tion model described in subsection (a) shall be based on
17 necessary staffing levels to maintain minimal passenger
18 wait times and maximum security effectiveness.

19 (c) ADDITIONAL RESOURCES.—In assessing nec-
20 essary staffing for minimal passenger wait times and max-
21 imum security effectiveness referred to in subsection (b),
22 the Administrator shall include the use of canine explo-
23 sives detection teams and technology to assist screeners
24 conducting security checks.

1 (d) TRANSPARENCY.—The Administrator shall share
2 with aviation security stakeholders the staffing allocation
3 model described in subsection (a), as appropriate.

4 (e) EXCHANGE OF INFORMATION.—The Adminis-
5 trator shall require each Federal Security Director to en-
6 gage on a regular basis with the appropriate aviation secu-
7 rity stakeholders to exchange information regarding air-
8 port operations, including security operations.

9 (f) GAO REVIEW.—Not later than 180 days after the
10 date of the enactment of this Act, the Comptroller General
11 of the United States shall review the staffing allocation
12 model described in subsection (a) and report to the Com-
13 mittee on Homeland Security of the House of Representa-
14 tives and the Committee on Commerce, Science, and
15 Transportation of the Senate on the results of such review.

16 **SEC. 3303. EFFECTIVE UTILIZATION OF STAFFING RE-**
17 **SOURCES.**

18 (a) IN GENERAL.—To the greatest extent practicable,
19 the Administrator shall direct that Transportation Secu-
20 rity Officers with appropriate certifications and training
21 are assigned to passenger and baggage security screening
22 functions and that other TSA personnel who may not have
23 certification and training to screen passengers or baggage
24 are utilized for tasks not directly related to security

1 screening, including restocking bins and providing instruc-
2 tions and support to passengers in security lines.

3 (b) ASSESSMENT AND REASSIGNMENT.—The Admin-
4 istrator shall conduct an assessment of headquarters per-
5 sonnel and reassign appropriate personnel to assist with
6 airport security screening activities on a permanent or
7 temporary basis, as appropriate.

8 **SEC. 3304. TSA STAFFING AND RESOURCE ALLOCATION.**

9 (a) IN GENERAL.—Not later than 30 days after the
10 date of the enactment of this Act, the Administrator shall
11 take the following actions:

12 (1) Utilize the TSA's Behavior Detection Offi-
13 cers for passenger and baggage security screening,
14 including the verification of traveler documents, par-
15 ticularly at designated PreCheck Program lanes to
16 ensure that such lanes are operational for use and
17 maximum efficiency.

18 (2) Make every practicable effort to grant addi-
19 tional flexibility and authority to Federal Security
20 Directors in matters related to checkpoint and
21 checked baggage staffing allocation and employee
22 overtime in furtherance of maintaining minimal pas-
23 senger wait times and maximum security effective-
24 ness.

1 (3) Disseminate to aviation security stake-
2 holders and appropriate TSA personnel a list of
3 checkpoint optimization best practices.

4 (4) Request the Aviation Security Advisory
5 Committee (established pursuant to section 44946 of
6 title 49, United States Code) provide recommenda-
7 tions on best practices for checkpoint security oper-
8 ations optimization.

9 (b) STAFFING ADVISORY COORDINATION.—Not later
10 than 30 days after the date of the enactment of this Act,
11 the Administrator shall—

12 (1) direct each Federal Security Director to co-
13 ordinate local representatives of aviation security
14 stakeholders to establish a staffing advisory working
15 group at each airport at which the TSA oversees or
16 performs passenger security screening to provide
17 recommendations to the Administrator on Transpor-
18 tation Security Officer staffing numbers, for each
19 such airport; and

20 (2) certify to the Committee on Homeland Se-
21 curity of the House of Representatives and the Com-
22 mittee on Commerce, Science, and Transportation of
23 the Senate that such staffing advisory working
24 groups have been established.

1 (c) REPORTING.—Not later than 60 days after the
2 date of the enactment of this Act, the Administrator
3 shall—

4 (1) report to the Committee on Homeland Se-
5 curity of the House of Representatives and the Com-
6 mittee on Commerce, Science, and Transportation of
7 the Senate regarding how the TSA’s Passenger
8 Screening Canine assets may be deployed and uti-
9 lized for maximum efficiency to mitigate risk and
10 optimize checkpoint operations; and

11 (2) report to the Committee on Homeland Se-
12 curity of the House of Representatives and the Com-
13 mittee on Commerce, Science, and Transportation of
14 the Senate on the status of the TSA’s Credential
15 Authentication Technology Assessment program and
16 how deployment of such program might optimize
17 checkpoint operations.

18 **SEC. 3305. AVIATION SECURITY STAKEHOLDERS DEFINED.**

19 For purposes of this subtitle, the term “aviation secu-
20 rity stakeholders” shall mean, at a minimum, air carriers,
21 airport operators, and labor organizations representing
22 Transportation Security Officers or, where applicable, con-
23 tract screeners.

1 **SEC. 3306. RULE OF CONSTRUCTION.**

2 Nothing in this subtitle may be construed as author-
3 izing or directing the Administrator to prioritize reducing
4 wait times over security effectiveness.

5 **Subtitle D—Aviation Security**
6 **Enhancement and Oversight**

7 **SEC. 3401. DEFINITIONS.**

8 In this subtitle:

9 (1) **APPROPRIATE CONGRESSIONAL COMMIT-**
10 **TEES.**—The term “appropriate congressional com-
11 mittees” means—

12 (A) the Committee on Homeland Security
13 of the House of Representatives;

14 (B) the Committee on Homeland Security
15 and Governmental Affairs of the Senate; and

16 (C) the Committee on Commerce, Science,
17 and Transportation of the Senate.

18 (2) **ASAC.**—The term “ASAC” means the
19 Aviation Security Advisory Committee established
20 under section 44946 of title 49, United States Code.

21 (3) **SECRETARY.**—The term “Secretary” means
22 the Secretary of Homeland Security.

23 (4) **SIDA.**—The term “SIDA” means the Se-
24 cure Identification Display Area as such term is de-
25 fined in section 1540.5 of title 49, Code of Federal

1 Regulations, or any successor regulation to such sec-
2 tion.

3 **SEC. 3402. THREAT ASSESSMENT.**

4 (a) INSIDER THREATS.—

5 (1) IN GENERAL.—Not later than 90 days after
6 the date of the enactment of this Act, the Adminis-
7 trator shall conduct or update an assessment to de-
8 termine the level of risk posed to the domestic air
9 transportation system by individuals with unescorted
10 access to a secure area of an airport (as such term
11 is defined in section 44903(j)(2)(H)) in light of re-
12 cent international terrorist activity.

13 (2) CONSIDERATIONS.—In conducting or updat-
14 ing the assessment under paragraph (1), the Admin-
15 istrator shall consider—

16 (A) domestic intelligence;

17 (B) international intelligence;

18 (C) the vulnerabilities associated with
19 unescorted access authority granted to domestic
20 airport operators and air carriers, and their
21 workers;

22 (D) the vulnerabilities associated with
23 unescorted access authority granted to foreign
24 airport operators and air carriers, and their
25 workers;

1 (E) the processes and practices designed to
2 mitigate the vulnerabilities associated with
3 unescorted access privileges granted to airport
4 operators and air carriers, and their workers;

5 (F) the recent security breaches at domes-
6 tic and foreign airports; and

7 (G) the recent security improvements at
8 domestic airports, including the implementation
9 of recommendations made by relevant advisory
10 committees, including the ASAC.

11 (b) REPORTS.—The Administrator shall submit to
12 the appropriate congressional committees—

13 (1) a report on the results of the assessment
14 under subsection (a), including any recommenda-
15 tions for improving aviation security;

16 (2) a report on the implementation status of
17 any recommendations made by the ASAC; and

18 (3) regular updates about the insider threat en-
19 vironment as new information becomes available or
20 as needed.

21 **SEC. 3403. OVERSIGHT.**

22 (a) ENHANCED REQUIREMENTS.—

23 (1) IN GENERAL.—Subject to public notice and
24 comment, and in consultation with airport operators,
25 the Administrator shall update the rules on access

1 controls issued by the Secretary under chapter 449
2 of title 49, United States Code.

3 (2) CONSIDERATIONS.—As part of the update
4 under paragraph (1), the Administrator shall con-
5 sider—

6 (A) increased fines and advanced oversight
7 for airport operators that report missing more
8 than five percent of credentials for unescorted
9 access to any SIDA of an airport;

10 (B) best practices for Category X airport
11 operators that report missing more than three
12 percent of credentials for unescorted access to
13 any SIDA of an airport;

14 (C) additional audits and status checks for
15 airport operators that report missing more than
16 three percent of credentials for unescorted ac-
17 cess to any SIDA of an airport;

18 (D) review and analysis of the prior five
19 years of audits for airport operators that report
20 missing more than three percent of credentials
21 for unescorted access to any SIDA of an air-
22 port;

23 (E) increased fines and direct enforcement
24 requirements for both airport workers and their
25 employers that fail to report within 24 hours an

1 employment termination or a missing credential
2 for unescorted access to any SIDA of an air-
3 port; and

4 (F) a method for termination by the em-
5 ployer of any airport worker who fails to report
6 in a timely manner missing credentials for
7 unescorted access to any SIDA of an airport.

8 (b) TEMPORARY CREDENTIALS.—The Administrator
9 may encourage the issuance by airports and aircraft oper-
10 ators of free, one-time, 24-hour temporary credentials for
11 workers who have reported, in a timely manner, their cre-
12 dentials missing, but not permanently lost, stolen, or de-
13 stroyed, until replacement of credentials under section
14 1542.211 of title 49 Code of Federal Regulations is nec-
15 essary.

16 (c) NOTIFICATION AND REPORT TO CONGRESS.—The
17 Administrator shall—

18 (1) notify the appropriate congressional com-
19 mittees each time an airport operator reports that
20 more than three percent of credentials for
21 unescorted access to any SIDA at a Category X air-
22 port are missing, or more than five percent of cre-
23 dentials to access any SIDA at any other airport are
24 missing; and

1 (2) submit to the appropriate congressional
2 committees an annual report on the number of viola-
3 tions and fines related to unescorted access to the
4 SIDA of an airport collected in the preceding fiscal
5 year.

6 **SEC. 3404. CREDENTIALS.**

7 (a) **LAWFUL STATUS.**—Not later than 90 days after
8 the date of the enactment of this Act, the Administrator
9 shall issue to airport operators guidance regarding place-
10 ment of an expiration date on each airport credential
11 issued to a non-United States citizen that is not longer
12 than the period of time during which such non-United
13 States citizen is lawfully authorized to work in the United
14 States.

15 (b) **REVIEW OF PROCEDURES.**—

16 (1) **IN GENERAL.**—Not later than 90 days after
17 the date of the enactment of this Act, the Adminis-
18 trator shall—

19 (A) issue guidance for transportation secu-
20 rity inspectors to annually review the proce-
21 dures of airport operators and air carriers for
22 applicants seeking unescorted access to any
23 SIDA of an airport; and

1 (B) make available to airport operators
2 and air carriers information on identifying sus-
3 picious or fraudulent identification materials.

4 (2) INCLUSIONS.—The guidance issued pursu-
5 ant to paragraph (1) shall require a comprehensive
6 review of background checks and employment au-
7 thorization documents issued by United States Citi-
8 zenship and Immigration Services during the course
9 of a review of procedures under such paragraph.

10 **SEC. 3405. VETTING.**

11 (a) ELIGIBILITY REQUIREMENTS.—

12 (1) IN GENERAL.—Not later than 180 days
13 after the date of the enactment of this Act, and sub-
14 ject to public notice and comment, the Administrator
15 shall revise the regulations issued under section
16 44936 of title 49, United States Code, in accordance
17 with this section and current knowledge of insider
18 threats and intelligence under section 3502, to en-
19 hance the eligibility requirements and disqualifying
20 criminal offenses for individuals seeking or having
21 unescorted access to any SIDA of an airport.

22 (2) DISQUALIFYING CRIMINAL OFFENSES.—In
23 revising the regulations under paragraph (1), the
24 Administrator shall consider adding to the list of
25 disqualifying criminal offenses and criteria the of-

1 fenses and criteria listed in section 122.183(a)(4) of
2 title 19, Code of Federal Regulations and section
3 1572.103 of title 49, Code of Federal Regulations.

4 (3) WAIVER PROCESS FOR DENIED CREDEN-
5 TIALS.—Notwithstanding section 44936(b) of title
6 49, United States Code, in revising the regulations
7 under paragraph (1) of this subsection, the Adminis-
8 trator shall—

9 (A) ensure there exists or is developed a
10 waiver process for approving the issuance of
11 credentials for unescorted access to any SIDA
12 of an airport for an individual found to be oth-
13 erwise ineligible for such credentials; and

14 (B) consider, as appropriate and prac-
15 ticable—

16 (i) the circumstances of any disquali-
17 fying act or offense, restitution made by
18 the individual, Federal and State mitiga-
19 tion remedies, and other factors from
20 which it may be concluded that the indi-
21 vidual does not pose a terrorism risk or a
22 risk to aviation security warranting denial
23 of the credential; and

1 (ii) the elements of the appeals and
2 waiver process established under section
3 70105(c) of title 46, United States Code.

4 (4) LOOK BACK.—In revising the regulations
5 under paragraph (1), the Administrator shall pro-
6 pose that an individual be disqualified if the indi-
7 vidual was convicted, or found not guilty by reason
8 of insanity, of a disqualifying criminal offense within
9 15 years before the date of an individual’s applica-
10 tion, or if the individual was incarcerated for such
11 crime and released from incarceration within five
12 years before the date of the individual’s application.

13 (5) CERTIFICATIONS.—The Administrator shall
14 require an airport or aircraft operator, as applicable,
15 to certify for each individual who receives unescorted
16 access to any SIDA of an airport that—

17 (A) a specific need exists for providing the
18 individual with unescorted access authority; and

19 (B) the individual has certified to the air-
20 port or aircraft operator that the individual un-
21 derstands the requirements for possessing a
22 SIDA badge.

23 (6) REPORT TO CONGRESS.—Not later than 90
24 days after the date of the enactment of this Act, the
25 Administrator shall submit to the appropriate con-

1 gressional committees a report on the status of the
2 revision to the regulations issued under section
3 44936 of title 49, United States Code, in accordance
4 with this section.

5 (7) RULE OF CONSTRUCTION.—Nothing in this
6 subsection may be construed to affect existing avia-
7 tion worker vetting fees imposed by the TSA.

8 (b) RECURRENT VETTING.—

9 (1) IN GENERAL.—Not later than 90 days after
10 the date of the enactment of this Act, the Adminis-
11 trator and the Director of the Federal Bureau of In-
12 vestigation shall fully implement the Rap Back serv-
13 ice for recurrent vetting of eligible TSA-regulated
14 populations of individuals with unescorted access to
15 any SIDA of an airport.

16 (2) REQUIREMENTS.—As part of the require-
17 ment in paragraph (1), the Administrator shall en-
18 sure that—

19 (A) any status notifications the TSA re-
20 ceives through the Rap Back service about
21 criminal offenses be limited to only disquali-
22 fying criminal offenses in accordance with the
23 regulations promulgated by the TSA under sec-
24 tion 44903 of title 49, United States Code, or
25 other Federal law; and

1 (B) any information received by the Ad-
2 ministration through the Rap Back service is
3 provided directly and immediately to the rel-
4 evant airport and aircraft operators.

5 (3) REPORT TO CONGRESS.—Not later than 30
6 days after implementation of the Rap Back service
7 described in paragraph (1), the Administrator shall
8 submit to the appropriate congressional committees
9 a report on the such implementation.

10 (c) ACCESS TO TERRORISM-RELATED DATA.—Not
11 later than 30 days after the date of the enactment of this
12 Act, the Administrator and the Director of National Intel-
13 ligence shall coordinate to ensure that the Administrator
14 is authorized to receive automated, real-time access to ad-
15 ditional Terrorist Identities Datamart Environment
16 (TIDE) data and any other terrorism-related category
17 codes to improve the effectiveness of the TSA’s credential
18 vetting program for individuals who are seeking or have
19 unescorted access to any SIDA of an airport.

20 (d) ACCESS TO E-VERIFY AND SAVE PROGRAMS.—
21 Not later than 90 days after the date of the enactment
22 of this Act, the Secretary shall authorize each airport op-
23 erator to have direct access to the E-Verify program and
24 the Systematic Alien Verification for Entitlements
25 (SAVE) automated system to determine the eligibility of

1 individuals seeking unescorted access to any SIDA of an
2 airport.

3 **SEC. 3406. METRICS.**

4 (a) IN GENERAL.—Not later than one year after the
5 date of the enactment of this Act, the Administrator shall
6 develop and implement performance metrics to measure
7 the effectiveness of security for the SIDAs of airports.

8 (b) CONSIDERATIONS.—In developing the perform-
9 ance metrics under subsection (a), the Administrator may
10 consider—

11 (1) adherence to access point procedures;

12 (2) proper use of credentials;

13 (3) differences in access point requirements be-
14 tween airport workers performing functions on the
15 airside of an airport and airport workers performing
16 functions in other areas of an airport;

17 (4) differences in access point characteristics
18 and requirements at airports; and

19 (5) any additional factors the Administrator
20 considers necessary to measure performance.

21 **SEC. 3407. INSPECTIONS AND ASSESSMENTS.**

22 (a) MODEL AND BEST PRACTICES.—Not later than
23 180 days after the date of the enactment of this Act, the
24 Administrator, in consultation with the ASAC, shall de-

1 develop a model and best practices for unescorted access se-
2 curity that—

3 (1) use intelligence, scientific algorithms, and
4 risk-based factors;

5 (2) ensure integrity, accountability, and control;

6 (3) subject airport workers to random physical
7 security inspections conducted by TSA representa-
8 tives in accordance with this section;

9 (4) appropriately manage the number of SIDA
10 access points to improve supervision of and reduce
11 unauthorized access to SIDAs; and

12 (5) include validation of identification mate-
13 rials, such as with biometrics.

14 (b) INSPECTIONS.—Consistent with a risk-based se-
15 curity approach, the Administrator shall expand the use
16 of transportation security officers and inspectors to con-
17 duct enhanced, random and unpredictable, data-driven,
18 and operationally dynamic physical inspections of airport
19 workers in each SIDA of an airport and at each SIDA
20 access point to—

21 (1) verify the credentials of such airport work-
22 ers;

23 (2) determine whether such airport workers
24 possess prohibited items, except for those items that
25 may be necessary for the performance of such air-

1 port workers' duties, as appropriate, in any SIDA of
2 an airport; and

3 (3) verify whether such airport workers are fol-
4 lowing appropriate procedures to access any SIDA
5 of an airport.

6 (c) SCREENING REVIEW.—

7 (1) IN GENERAL.—The Administrator shall con-
8 duct a review of airports that have implemented ad-
9 ditional airport worker screening or perimeter secu-
10 rity to improve airport security, including—

11 (A) comprehensive airport worker screen-
12 ing at access points to secure areas;

13 (B) comprehensive perimeter screening, in-
14 cluding vehicles;

15 (C) enhanced fencing or perimeter sensors;

16 and

17 (D) any additional airport worker screen-
18 ing or perimeter security measures the Admin-
19 istrator identifies.

20 (2) BEST PRACTICES.—After completing the re-
21 view under paragraph (1), the Administrator shall—

22 (A) identify best practices for additional
23 access control and airport worker security at
24 airports; and

1 (B) disseminate to airport operators the
2 best practices identified under subparagraph
3 (A).

4 (3) PILOT PROGRAM.—The Administrator may
5 conduct a pilot program at one or more airports to
6 test and validate best practices for comprehensive
7 airport worker screening or perimeter security under
8 paragraph (2).

9 **SEC. 3408. COVERT TESTING.**

10 (a) IN GENERAL.—The Administrator shall increase
11 the use of red-team, covert testing of access controls to
12 any secure areas of an airport.

13 (b) ADDITIONAL COVERT TESTING.—The Inspector
14 General of the Department of Homeland Security shall
15 conduct red-team, covert testing of airport access controls
16 to the SIDAs of airports.

17 (c) REPORTS TO CONGRESS.—

18 (1) ADMINISTRATOR REPORT.—Not later than
19 90 days after the date of the enactment of this Act,
20 the Administrator shall submit to the appropriate
21 congressional committees a report on the progress to
22 expand the use of inspections and of red-team, cov-
23 ert testing under subsection (a).

24 (2) INSPECTOR GENERAL REPORT.—Not later
25 than 180 days after the date of the enactment of

1 this Act, the Inspector General of the Department of
2 Homeland Security shall submit to the appropriate
3 congressional committees a report on the effective-
4 ness of airport access controls to the SIDAs of air-
5 ports based on red-team, covert testing under sub-
6 section (b).

7 **SEC. 3409. SECURITY DIRECTIVES.**

8 (a) REVIEW.—Not later than 180 days after the date
9 of the enactment of this Act and annually thereafter, the
10 Administrator, in consultation with the appropriate regu-
11 lated entities, shall conduct a comprehensive review of
12 every current security directive addressed to any regulated
13 entity to—

14 (1) determine whether each such security direc-
15 tive continues to be relevant;

16 (2) determine whether such security directives
17 should be streamlined or consolidated to most effi-
18 ciently maximize risk reduction; and

19 (3) update, consolidate, or revoke any security
20 directive as necessary.

21 (b) NOTICE.—For each security directive that the
22 Administrator issues, the Administrator shall submit to
23 the appropriate congressional committees notice of—

24 (1) the extent to which each such security direc-
25 tive responds to a specific threat, security threat as-

1 assessment, or emergency situation against civil avia-
2 tion; and

3 (2) when it is anticipated that each such secu-
4 rity directive will expire.

5 **SEC. 3410. IMPLEMENTATION REPORT.**

6 Not later than one year after the date of the enact-
7 ment of this Act, the Comptroller General of the United
8 States shall—

9 (1) assess the progress made by the TSA and
10 the effect on aviation security of implementing the
11 requirements under sections 3402 through 3409 of
12 this subtitle; and

13 (2) report to the appropriate congressional com-
14 mittees on the results of the assessment under para-
15 graph (1), including any recommendations.

16 **SEC. 3411. MISCELLANEOUS AMENDMENTS.**

17 (a) ASAC TERMS OF OFFICE.—Subparagraph (A) of
18 section 44946(c)(2) of title 49, United States Code, is
19 amended to read as follows:

20 “(A) TERMS.—The term of each member
21 of the Advisory Committee shall be two years,
22 but a member may continue to serve until a
23 successor is appointed. A member of the Advi-
24 sory Committee may be reappointed.”.

1 (b) FEEDBACK.—Paragraph (5) of section 44946(b)
2 of title 49, United States Code, is amended by striking
3 “paragraph (4)” and inserting “paragraph (2) or (4)”.

4 **Subtitle E—Checkpoints of the** 5 **Future**

6 **SEC. 3501. CHECKPOINTS OF THE FUTURE.**

7 (a) IN GENERAL.—The Administrator, in accordance
8 with chapter 449 of title 49, United States Code, shall
9 request the Aviation Security Advisory Committee (estab-
10 lished pursuant to section 44946 of such title) to develop
11 recommendations for more efficient and effective pas-
12 senger screening processes.

13 (b) CONSIDERATIONS.—In making recommendations
14 to improve existing passenger screening processes, the
15 Aviation Security Advisory Committee shall consider—

- 16 (1) the configuration of a checkpoint;
- 17 (2) technology innovation;
- 18 (3) ways to address any vulnerabilities identi-
19 fied in audits of checkpoint operations;
- 20 (4) ways to prevent security breaches at air-
21 ports at which Federal security screening is pro-
22 vided;
- 23 (5) best practices in aviation security;

1 (6) recommendations from airports and aircraft
2 operators, and any relevant advisory committees;
3 and

4 (7) “curb to curb” processes and procedures.

5 (c) REPORT.—Not later than one year after the date
6 of enactment of this Act, the Administrator shall submit
7 to the Committee on Homeland Security of the House of
8 Representatives and the Committee on Homeland Security
9 and Governmental Affairs and the Committee on Com-
10 merce, Science, and Transportation of the Senate a report
11 on the results of the Aviation Security Advisory Com-
12 mittee review under this section, including any rec-
13 ommendations for improving passenger screening proc-
14 esses.

15 **SEC. 3502. PILOT PROGRAM FOR INCREASED EFFICIENCY**
16 **AND SECURITY AT CATEGORY X AIRPORTS.**

17 (a) IN GENERAL.—The Administrator shall establish
18 a pilot program at at least three and not more than six
19 airports to reconfigure and install security systems that
20 increase efficiency and reduce vulnerabilities in airport
21 terminals, particularly at airports that have large open
22 areas at which screening is conducted.

23 (b) SELECTION OF AIRPORTS.—In selecting airports
24 for the pilot program established under subsection (a), the
25 Administrator shall—

1 (1) select airports from among airports classi-
2 fied by the TSA as Category X airports and that are
3 able to begin the reconfiguration and installation of
4 security systems expeditiously; and

5 (2) give priority to an airport that—

6 (A) submits a proposal that seeks Federal
7 funding for reconfiguration of such airport's se-
8 curity systems;

9 (B) has the space needed to reduce
10 vulnerabilities and reconfigure existing security
11 systems; and

12 (C) is able to enter into a cost-sharing ar-
13 rangement with the TSA under which such air-
14 port will provided funding towards the cost of
15 such pilot program.

16 **SEC. 3503. PILOT PROGRAM FOR THE DEVELOPMENT AND**
17 **TESTING OF PROTOTYPES FOR AIRPORT SE-**
18 **CURITY SYSTEMS.**

19 (a) IN GENERAL.—The Administrator shall establish
20 a pilot program at three airports to develop and test proto-
21 types of screening security systems and security check-
22 point configurations that are intended to expedite the
23 movement of passengers by deploying a range of tech-
24 nologies, including passive and active systems, new types
25 of security baggage and personal screening systems, and

1 new systems to review and address passenger and baggage
2 anomalies.

3 (b) SELECTION OF AIRPORTS.—In selecting airports
4 for the pilot program established under subsection (a), the
5 Administrator shall—

6 (1) select airports from among airports classi-
7 fied by the TSA as Category X airports that are
8 able to begin the reconfiguration and installation of
9 security systems expeditiously;

10 (2) consider detection capabilities; and

11 (3) give priority to an airport that—

12 (A) submits a proposal that seeks Federal
13 funding to test prototypes for new airport secu-
14 rity systems;

15 (B) has the space needed to reduce
16 vulnerabilities and reconfigure existing security
17 systems; and

18 (C) is able to enter into a cost-sharing ar-
19 rangement with the TSA under which such air-
20 port will provided funding towards the cost of
21 such pilot program.

22 **SEC. 3504. REPORT REQUIRED.**

23 Not later than 90 days after the date of the enact-
24 ment of this Act, the Administrator shall submit to the
25 Committee on Homeland Security of the House of Rep-

1 representatives and the Committee on Homeland Security
2 and Governmental Affairs and the Committee on Com-
3 merce, Science, and Transportation of the Senate and a
4 report on the pilot programs established under sections
5 3502 and 3503 of this subtitle.

6 **SEC. 3505. FUNDING.**

7 The Administrator shall carry out the pilot programs
8 established under sections 3502 and 3503 of this subtitle
9 using amounts—

10 (1) appropriated to the TSA before the date of
11 the enactment of this Act and available for obliga-
12 tion as of such date of enactment; and

13 (2) amounts obtained as reimbursements from
14 airports under such pilot programs.

15 **SEC. 3506. ACCEPTANCE AND PROVISION OF RESOURCES**

16 **BY THE TRANSPORTATION SECURITY ADMIN-**
17 **ISTRATION.**

18 The Administrator, in carrying out the functions of
19 the pilot programs established under sections 3502 and
20 3503 of this subtitle, may accept services, supplies, equip-
21 ment, personnel, or facilities, without reimbursement,
22 from any other public or private entity.

1 **Subtitle F—Miscellaneous**
2 **Provisions**

3 **SEC. 3601. VISIBLE DETERRENT.**

4 Section 1303 of the Implementing Recommendations
5 of the 9/11 Commission Act of 2007 (6 U.S.C. 1112) is
6 amended—

7 (1) in subsection (a)—

8 (A) in paragraph (3), by striking “and” at
9 the end;

10 (B) in paragraph (4), by striking the pe-
11 riod at the end and inserting “; and”; and

12 (C) by adding at the end the following new
13 paragraph:

14 “(5) shall require, as appropriate based on risk,
15 in the case of a VIPR team deployed to an airport,
16 that the VIPR team conduct operations—

17 “(A) in the sterile area and any other
18 areas to which only individuals issued security
19 credentials have unescorted access; and

20 “(B) in nonsterile areas.”; and

21 (2) in subsection (b), by striking “such sums as
22 necessary for fiscal years 2007 through 2011” and
23 inserting “such sums as necessary, including funds
24 to develop not more than 60 VIPR teams, for fiscal
25 years 2016 through 2018”.

1 **SEC. 3602. LAW ENFORCEMENT TRAINING FOR MASS CAS-**
2 **UALTY AND ACTIVE SHOOTER INCIDENTS.**

3 Paragraph (2) of section 2006(a) of the Homeland
4 Security Act of 2002 (6 U.S.C. 607(a)) is amended—

5 (1) by redesignating subparagraphs (E)
6 through (I) as subparagraphs (F) through (J), re-
7 spectively; and

8 (2) by inserting after subparagraph (D) the fol-
9 lowing new subparagraph:

10 “(E) training exercises to enhance pre-
11 paredness for and response to mass casualty
12 and active shooter incidents and security events
13 at public locations, including airports and mass
14 transit systems;”.

15 **SEC. 3603. ASSISTANCE TO AIRPORTS AND SURFACE**
16 **TRANSPORTATION SYSTEMS.**

17 Subsection (a) of section 2008 of the Homeland Secu-
18 rity Act of 2002 (6 U.S.C. 609) is amended—

19 (1) by redesignating paragraphs (9) through
20 (13) as paragraphs (10) through (14), respectively;
21 and

22 (2) by inserting after paragraph (8) the fol-
23 lowing new paragraph:

24 “(9) enhancing the security and preparedness
25 of secure and nonsecure areas of eligible airports
26 and surface transportation systems;”.

In lieu of the amendment of the Senate to the title of the bill, amend the title so as to read: “To amend title 49, United States Code, to extend authorizations for the airport improvement program, to amend the Internal Revenue Code of 1986 to extend the funding and expenditure authority of the Airport and Airway Trust Fund, and for other purposes.”.