



# Aviation, Transportation Safety, & Disaster Recovery Reforms & Reauthorizations

*H.R. 302, as amended*



## Highlights of House-Senate Agreement Reforming and Reauthorizing the FAA, FEMA Disaster Programs, TSA, & NTSB

The FAA Reauthorization Act of 2018 (*Division B*) is a five-year reauthorization of Federal Aviation Administration (FAA) programs that invests in airport infrastructure, promotes safety and American leadership in aviation, and strengthens consumer service.

### MODERNIZES AIRPORT INFRASTRUCTURE

- » Provides stable funding for the Airport Improvement Program (AIP), which issues grants to public use airports of all sizes for planning and development purposes.
- » Removes Passenger Facility Charge (PFC) restrictions to allow airports to more effectively finance projects.
- » Streamlines the PFC application process for airports.
- » Reforms the Federal Contract Tower Program and updates FAA's dated cost benefit analysis for current contract towers.
- » Creates a remote air traffic control tower pilot program to deploy new advanced technologies and lower costs of air traffic control services.
- » Directs DOT to establish an Office of Spaceports to provide guidance, support licensing activities for spaceports, and promote infrastructure improvements.

### IMPROVES SERVICE FOR CUSTOMERS

- » Directs FAA to set minimum pitch (leg room), width and length requirements for passenger seats in commercial flights.
- » Prohibits involuntary bumping of passengers who have already boarded, and requires clarification of regulations regarding compensation for bumped passengers.
- » Establishes the position of Aviation Consumer Advocate at DOT to help consumers resolve their air travel complaints.
- » Requires DOT to review airline policies for traveling during pregnancy and considerations for such passengers requesting advance boarding.
- » Sets new requirements for airlines to promptly return fees for services, such as seat assignments or early boarding, purchased but not received.
- » Prohibits use of cell phones for in-flight calls on commercial aircraft.
- » Requires sanitary, private rooms for nursing mothers in all large and medium commercial airport terminals.
- » Ensures new technologies are incorporated in consumer complaint options.
- » Requires airlines, in the event of a widespread disruption of their computer systems, to prominently post online what services they will provide impacted passengers.
- » Addresses consumers with disabilities issues, including restroom accessibility and service animals on planes; studies on airport accessibility, airline employee training, and in-cabin wheelchair restraint systems; and establishment of an advisory committee for passengers with disabilities.
- » Extends the Advisory Committee for Aviation Consumer Protection.
- » Reauthorizes the Essential Air Service Program and the Small Community Air Service Development Program.
- » Provides FAA with additional tools to mitigate impacts of airport noise, including the establishment of regional ombudsmen, to facilitate greater community involvement.
- » Addresses consumer issues in the air ambulance industry by establishing an advisory committee to make recommendations on consumer protections, and improves the process for filing complaints with DOT.
- » Addresses sexual misconduct in passenger aviation by establishing a national task force to review current practices, protocols, and requirements for air carriers' responses to sexual misconduct allegations, and increases the civil penalty for interfering with cabin or flight crew.

## STREAMLINES AND REFORMS THE FAA CERTIFICATION AND REGULATORY PROCESSES

- » Streamlines the FAA certification process to ensure U.S. companies can compete globally and get their products to market on time.
- » Creates a Safety Oversight and Certification Advisory Committee (SOCAC) that will collaborate with industry to streamline certification and regulatory processes and establish clear FAA performance objectives and metrics.
- » Improves FAA workforce training and development for FAA inspectors and engineers.
- » Enables manufacturers to fully utilize their delegated certification authorities.
- » Addresses delays in foreign certification of U.S. products.
- » Streamlines regulatory reform efforts for the commercial space transportation sector.
- » Authorizes the FAA to certify new civil supersonic aircraft that reduce sonic booms.

## ENHANCES AVIATION SAFETY

- » Ensures efficient utilization of FAA safety workforce and enhances safety training.
- » Strengthens the voluntary safety reporting program for pilots.
- » Addresses alternative methods of tracking aircraft over oceans, including international collaboration for developing standards to improve tracking.
- » Directs a review and update of FAA's comprehensive cybersecurity plan.
- » Addresses transportation of lithium batteries by air, including fostering collaboration between federal and international agencies; providing consistency with international regulations; and allowing exceptions for medical device batteries to remote areas.
- » Improves rest and duty rules for flight attendants and pilots in part 135 operations.
- » Requires FAA to review cabin evacuation assumptions to ensure everyone can safely evacuate an airliner in an emergency within the required timeframe.
- » Extends training requirements related to recognizing signs of human trafficking.
- » Enhances hot air balloon safety by requiring medical certificates required for aircraft operation to balloon operators.
- » Establishes industry groups to develop recommendations and strategies for encouraging youth and recruiting women to enter the U.S. aviation workforce.

## PROMOTES SAFE, EFFICIENT INTEGRATION OF UNMANNED AIRCRAFT SYSTEMS (UAS)

- » Advances low-altitude UAS traffic management (UTM) systems and services.
- » Fosters development of sense-and-avoid and other technologies at UAS test ranges.
- » Provides greater flexibility to FAA to approve advanced UAS operations.
- » Updates the special rule for model aircraft.
- » Provides the Department of Homeland Security and the Department of Justice with the authority to protect covered facilities and assets when there is a security risk posed by an unmanned aircraft.
- » Includes new provisions to address privacy protections for unmanned aircraft.
- » Improves UAS test range rules, including more protections for proprietary information.
- » Directs FAA to update existing regulations to authorize the carriage of property by operators of small UAS and authorizes DOT to update existing regulations for UAS package delivery.
- » Directs the National Academy of Public Administration to assess FAA's small UAS registration system and requires DOT to develop and track metrics to assess system compliance and effectiveness.
- » Requires the GAO to study financing options related to UAS regulation and safety oversight.

The Disaster Recovery Reform Act of 2018 (*Division D*) reforms Federal Emergency Management Agency (FEMA) programs to help communities better prepare for, respond to, recover from, and mitigate against disasters of all types. DRRRA increases focus on predisaster mitigation - actions taken before disaster strikes that will lessen future impacts, reduce disaster costs, help speed recovery, and prevent loss of life.

### RECOGNIZES THE BENEFITS OF TAKING ACTION BEFORE A CATASTROPHE OCCURS

- » Reforms FEMA and the Stafford Act by ensuring that a percentage of assistance provided in the wake of disasters is invested in predisaster hazard mitigation so that states, tribal, and local governments can pre-empt the damage and distress that results from disasters.
- » Clarifies what may be eligible for mitigation funding, making sure investments are cost effective and reduce risk.
- » Speeds recovery by creating efficiencies in FEMA's programs such as getting structures inspected faster.
- » Clarifies federal programs to help expedite assistance for recipients of FEMA aid, resolve issues quickly, and rebuild more efficiently.
- » Provides more flexibility in meeting disaster survivors' housing needs.
- » Simplifies federal requirements for individuals and state, locals, and Indian tribal governments.
- » Helps communities meet the needs of pets in disasters.
- » Increases transparency and oversight in the disaster assistance process.

Reforms and reauthorizes the Transportation Security Administration (TSA) (*Division E & F*) - reforms TSA's organizational structure, advances deployment of improved screening technologies and more explosive detection canines, promotes security in surface transportation and public areas, and creates pathways to mitigate airport security delays for an overall better travel experience.

- » Authorizes funding for three years at an average level of \$7.9 billion.
- » Establishes a five-year term for the TSA Administrator to help maintain leadership stability and bridge administration transitions.
- » Builds domestic capacity to test and certify explosive detection dogs, authorizing as many as 200 additional canine teams for surface transportation.
- » Leverages private sector to make PreCheck enrollment easier for passengers and directs TSA to meet specific targets for expanding PreCheck enrollment.
- » Requires TSA to make real-time information on wait times via technology at each airport security checkpoint available to the public online and in airport terminals.
- » Utilizes third-party testing and evaluation of security screening equipment and recognizes international testing to enable faster deployment of the most effective technologies.
- » Updates requirements for Federal Air Marshal deployments to rely more on intelligence and risk-based strategies.
- » Sets up a public area security working group and disseminates best practices.
- » Sets a risk-based security model for surface transportation facilities and stipulates that TSA budget submissions must clearly indicate which resources will be used for surface transportation security and which will be dedicated to aviation.
- » Authorizes the use of computerized vetting systems for passenger rail at the request of Amtrak police and the Amtrak Board of Directors.
- » Puts in motion development of best practices to prevent vehicle-based attacks.
- » Mandates that Coast Guard and TSA coordinate security plans and operations to eliminate any jurisdictional security gaps.
- » Creates reporting and dissemination standards for cyber incidents involving maritime ports.
- » Mandates agency-wide efficiency review to examine how to eliminate duplicative programs and senior executive positions.
- » Authorizes piloting, testing, and prioritization of Computed Tomography technology to mitigate current threats to transportation.

## Reauthorizes the National Transportation Safety Board (NTSB) (*Division C*)

- » Increases transparency after safety failures by adding still images to the items the NTSB may disclose during the course of an investigation.
- » Enhances public understanding of NTSB's safety recommendations by requiring a report on the "Most Wanted List" selection process and a methodology section to accompany each recommendation.
- » Promotes collaboration and communication among NTSB members by allowing, with robust disclosure requirements, a majority of members to meet privately and discuss official business.
- » Expands access to assistance for families of rail and aviation accident victims.

Prepared by:  
The House Transportation and Infrastructure Committee & the Senate Committee on  
Commerce, Science and Transportation

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