

One Hundred Twelfth Congress
of the
United States of America

AT THE SECOND SESSION

*Begun and held at the City of Washington on Tuesday,
the third day of January, two thousand and twelve*

An Act

To amend title 49, United States Code, to authorize appropriations for the Federal Aviation Administration for fiscal years 2011 through 2014, to streamline programs, create efficiencies, reduce waste, and improve aviation safety and capacity, to provide stable funding for the national aviation system, and for other purposes.

*Be it enacted by the Senate and House of Representatives of
the United States of America in Congress assembled,*

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) **SHORT TITLE.**—This Act may be cited as the “FAA Modernization and Reform Act of 2012”.

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

- Sec. 1. Short title; table of contents.
- Sec. 2. Amendments to title 49, United States Code.
- Sec. 3. Effective date.

TITLE I—AUTHORIZATIONS

Subtitle A—Funding of FAA Programs

- Sec. 101. Airport planning and development and noise compatibility planning and programs.
- Sec. 102. Air navigation facilities and equipment.
- Sec. 103. FAA operations.
- Sec. 104. Funding for aviation programs.
- Sec. 105. Delineation of Next Generation Air Transportation System projects.

Subtitle B—Passenger Facility Charges

- Sec. 111. Passenger facility charges.
- Sec. 112. GAO study of alternative means of collecting PFCs.
- Sec. 113. Qualifications-based selection.

Subtitle C—Fees for FAA Services

- Sec. 121. Update on overflights.
- Sec. 122. Registration fees.

Subtitle D—Airport Improvement Program Modifications

- Sec. 131. Airport master plans.
- Sec. 132. AIP definitions.
- Sec. 133. Recycling plans for airports.
- Sec. 134. Contents of competition plans.
- Sec. 135. Grant assurances.
- Sec. 136. Agreements granting through-the-fence access to general aviation airports.
- Sec. 137. Government share of project costs.
- Sec. 138. Allowable project costs.
- Sec. 139. Veterans' preference.
- Sec. 140. Minority and disadvantaged business participation.
- Sec. 141. Special apportionment rules.
- Sec. 142. United States territories minimum guarantee.
- Sec. 143. Reducing apportionments.
- Sec. 144. Marshall Islands, Micronesia, and Palau.

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- Sec. 145. Use of apportioned amounts.
- Sec. 146. Designating current and former military airports.
- Sec. 147. Contract tower program.
- Sec. 148. Resolution of disputes concerning airport fees.
- Sec. 149. Sale of private airports to public sponsors.
- Sec. 150. Repeal of certain limitations on Metropolitan Washington Airports Authority.
- Sec. 151. Midway Island Airport.
- Sec. 152. Miscellaneous amendments.
- Sec. 153. Extension of grant authority for compatible land use planning and projects by State and local governments.
- Sec. 154. Priority review of construction projects in cold weather States.
- Sec. 155. Study on national plan of integrated airport systems.
- Sec. 156. Airport privatization program.

TITLE II—NEXTGEN AIR TRANSPORTATION SYSTEM AND AIR TRAFFIC CONTROL MODERNIZATION

- Sec. 201. Definitions.
- Sec. 202. NextGen demonstrations and concepts.
- Sec. 203. Clarification of authority to enter into reimbursable agreements.
- Sec. 204. Chief NextGen Officer.
- Sec. 205. Definition of air navigation facility.
- Sec. 206. Clarification to acquisition reform authority.
- Sec. 207. Assistance to foreign aviation authorities.
- Sec. 208. Next Generation Air Transportation System Joint Planning and Development Office.
- Sec. 209. Next Generation Air Transportation Senior Policy Committee.
- Sec. 210. Improved management of property inventory.
- Sec. 211. Automatic dependent surveillance-broadcast services.
- Sec. 212. Expert review of enterprise architecture for NextGen.
- Sec. 213. Acceleration of NextGen technologies.
- Sec. 214. Performance metrics.
- Sec. 215. Certification standards and resources.
- Sec. 216. Surface systems acceleration.
- Sec. 217. Inclusion of stakeholders in air traffic control modernization projects.
- Sec. 218. Airspace redesign.
- Sec. 219. Study on feasibility of development of a public internet web-based resource on locations of potential aviation obstructions.
- Sec. 220. NextGen research and development center of excellence.
- Sec. 221. Public-private partnerships.
- Sec. 222. Operational incentives.
- Sec. 223. Educational requirements.
- Sec. 224. Air traffic controller staffing initiatives and analysis.
- Sec. 225. Reports on status of greener skies project.

TITLE III—SAFETY

Subtitle A—General Provisions

- Sec. 301. Judicial review of denial of airman certificates.
- Sec. 302. Release of data relating to abandoned type certificates and supplemental type certificates.
- Sec. 303. Design and production organization certificates.
- Sec. 304. Cabin crew communication.
- Sec. 305. Line check evaluations.
- Sec. 306. Safety of air ambulance operations.
- Sec. 307. Prohibition on personal use of electronic devices on flight deck.
- Sec. 308. Inspection of repair stations located outside the United States.
- Sec. 309. Enhanced training for flight attendants.
- Sec. 310. Limitation on disclosure of safety information.
- Sec. 311. Prohibition against aiming a laser pointer at an aircraft.
- Sec. 312. Aircraft certification process review and reform.
- Sec. 313. Consistency of regulatory interpretation.
- Sec. 314. Runway safety.
- Sec. 315. Flight Standards Evaluation Program.
- Sec. 316. Cockpit smoke.
- Sec. 317. Off-airport, low-altitude aircraft weather observation technology.
- Sec. 318. Feasibility of requiring helicopter pilots to use night vision goggles.
- Sec. 319. Maintenance providers.
- Sec. 320. Study of air quality in aircraft cabins.
- Sec. 321. Improved pilot licenses.

Subtitle B—Unmanned Aircraft Systems

- Sec. 331. Definitions.

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- Sec. 332. Integration of civil unmanned aircraft systems into national airspace system.
- Sec. 333. Special rules for certain unmanned aircraft systems.
- Sec. 334. Public unmanned aircraft systems.
- Sec. 335. Safety studies.
- Sec. 336. Special rule for model aircraft.

Subtitle C—Safety and Protections

- Sec. 341. Aviation Safety Whistleblower Investigation Office.
- Sec. 342. Postemployment restrictions for flight standards inspectors.
- Sec. 343. Review of air transportation oversight system database.
- Sec. 344. Improved voluntary disclosure reporting system.
- Sec. 345. Duty periods and flight time limitations applicable to flight crewmembers.
- Sec. 346. Certain existing flight time limitations and rest requirements.
- Sec. 347. Emergency locator transmitters on general aviation aircraft.

TITLE IV—AIR SERVICE IMPROVEMENTS

Subtitle A—Passenger Air Service Improvements

- Sec. 401. Smoking prohibition.
- Sec. 402. Monthly air carrier reports.
- Sec. 403. Musical instruments.
- Sec. 404. Extension of competitive access reports.
- Sec. 405. Airfares for members of the Armed Forces.
- Sec. 406. Review of air carrier flight delays, cancellations, and associated causes.
- Sec. 407. Compensation for delayed baggage.
- Sec. 408. DOT airline consumer complaint investigations.
- Sec. 409. Study of operators regulated under part 135.
- Sec. 410. Use of cell phones on passenger aircraft.
- Sec. 411. Establishment of advisory committee for aviation consumer protection.
- Sec. 412. Disclosure of seat dimensions to facilitate the use of child safety seats on aircraft.
- Sec. 413. Schedule reduction.
- Sec. 414. Ronald Reagan Washington National Airport slot exemptions.
- Sec. 415. Passenger air service improvements.

Subtitle B—Essential Air Service

- Sec. 421. Limitation on essential air service to locations that average fewer than 10 enplanements per day.
- Sec. 422. Essential air service eligibility.
- Sec. 423. Essential air service marketing.
- Sec. 424. Notice to communities prior to termination of eligibility for subsidized essential air service.
- Sec. 425. Restoration of eligibility to a place determined to be ineligible for subsidized essential air service.
- Sec. 426. Adjustments to compensation for significantly increased costs.
- Sec. 427. Essential air service contract guidelines.
- Sec. 428. Essential air service reform.
- Sec. 429. Small community air service.
- Sec. 430. Repeal of essential air service local participation program.
- Sec. 431. Extension of final order establishing mileage adjustment eligibility.

TITLE V—ENVIRONMENTAL STREAMLINING

- Sec. 501. Overflights of national parks.
- Sec. 502. State block grant program.
- Sec. 503. Airport funding of special studies or reviews.
- Sec. 504. Grant eligibility for assessment of flight procedures.
- Sec. 505. Determination of fair market value of residential properties.
- Sec. 506. Prohibition on operating certain aircraft weighing 75,000 pounds or less not complying with stage 3 noise levels.
- Sec. 507. Aircraft departure queue management pilot program.
- Sec. 508. High performance, sustainable, and cost-effective air traffic control facilities.
- Sec. 509. Sense of Congress.
- Sec. 510. Aviation noise complaints.
- Sec. 511. Pilot program for zero-emission airport vehicles.
- Sec. 512. Increasing the energy efficiency of airport power sources.

TITLE VI—FAA EMPLOYEES AND ORGANIZATION

- Sec. 601. Federal Aviation Administration personnel management system.
- Sec. 602. Presidential rank award program.

- “(ii) the scheduled destination of the flight;
- “(iii) the date and time of the flight;
- “(iv) the airport to which the flight was diverted;
- “(v) wheels-on time at the diverted airport;
- “(vi) the time, if any, passengers deplaned the aircraft at the diverted airport; and
- “(vii) if the flight arrives at the scheduled destination airport—
 - “(I) the gate-departure time at the diverted airport;
 - “(II) the wheels-off time at the diverted airport;
 - “(III) the wheels-on time at the scheduled arrival airport; and
 - “(IV) the gate-arrival time at the scheduled arrival airport.
- “(B) For flights cancelled after gate departure—
 - “(i) the flight number of the cancelled flight;
 - “(ii) the scheduled origin and destination airports of the cancelled flight;
 - “(iii) the date and time of the cancelled flight;
 - “(iv) the gate-departure time of the cancelled flight;and
- “(v) the time the aircraft returned to the gate.

“(4) PUBLICATION.—The Secretary shall compile the information provided in the monthly reports filed pursuant to paragraph (1) in a single monthly report and publish such report on the Internet Web site of the Department of Transportation.”

(b) EFFECTIVE DATE.—Beginning not later than 90 days after the date of enactment of this Act, the Secretary of Transportation shall require monthly reports pursuant to the amendment made by subsection (a).

SEC. 403. MUSICAL INSTRUMENTS.

(a) IN GENERAL.—Subchapter I of chapter 417 is amended by adding at the end the following:

“§ 41724. Musical instruments

“(a) IN GENERAL.—

“(1) SMALL INSTRUMENTS AS CARRY-ON BAGGAGE.—An air carrier providing air transportation shall permit a passenger to carry a violin, guitar, or other musical instrument in the aircraft cabin, without charging the passenger a fee in addition to any standard fee that carrier may require for comparable carry-on baggage, if—

“(A) the instrument can be stowed safely in a suitable baggage compartment in the aircraft cabin or under a passenger seat, in accordance with the requirements for carriage of carry-on baggage or cargo established by the Administrator; and

“(B) there is space for such stowage at the time the passenger boards the aircraft.

“(2) LARGER INSTRUMENTS AS CARRY-ON BAGGAGE.—An air carrier providing air transportation shall permit a passenger to carry a musical instrument that is too large to meet the requirements of paragraph (1) in the aircraft cabin, without

charging the passenger a fee in addition to the cost of the additional ticket described in subparagraph (E), if—

“(A) the instrument is contained in a case or covered so as to avoid injury to other passengers;

“(B) the weight of the instrument, including the case or covering, does not exceed 165 pounds or the applicable weight restrictions for the aircraft;

“(C) the instrument can be stowed in accordance with the requirements for carriage of carry-on baggage or cargo established by the Administrator;

“(D) neither the instrument nor the case contains any object not otherwise permitted to be carried in an aircraft cabin because of a law or regulation of the United States; and

“(E) the passenger wishing to carry the instrument in the aircraft cabin has purchased an additional seat to accommodate the instrument.

“(3) LARGE INSTRUMENTS AS CHECKED BAGGAGE.—An air carrier shall transport as baggage a musical instrument that is the property of a passenger traveling in air transportation that may not be carried in the aircraft cabin if—

“(A) the sum of the length, width, and height measured in inches of the outside linear dimensions of the instrument (including the case) does not exceed 150 inches or the applicable size restrictions for the aircraft;

“(B) the weight of the instrument does not exceed 165 pounds or the applicable weight restrictions for the aircraft; and

“(C) the instrument can be stowed in accordance with the requirements for carriage of carry-on baggage or cargo established by the Administrator.

“(b) REGULATIONS.—Not later than 2 years after the date of enactment of this section, the Secretary shall issue final regulations to carry out subsection (a).

“(c) EFFECTIVE DATE.—The requirements of this section shall become effective on the date of issuance of the final regulations under subsection (b).”

(b) CONFORMING AMENDMENT.—The analysis for such subchapter is amended by adding at the end the following:

“41724. Musical instruments.”

SEC. 404. EXTENSION OF COMPETITIVE ACCESS REPORTS.

Section 47107(s)(3) is amended to read as follows:

“(3) SUNSET PROVISION.—This subsection shall cease to be effective beginning October 1, 2015.”

SEC. 405. AIRFARES FOR MEMBERS OF THE ARMED FORCES.

(a) FINDINGS.—Congress finds that—

(1) the Armed Forces is comprised of approximately 1,450,000 members who are stationed on active duty at more than 6,000 military bases in 146 different countries;

(2) the United States is indebted to the members of the Armed Forces, many of whom are in grave danger due to their engagement in, or exposure to, combat;

(3) military service, especially in the current war against terrorism, often requires members of the Armed Forces to be