

114TH CONGRESS
2D SESSION

H. R. 4441

To transfer operation of air traffic services currently provided by the Federal Aviation Administration to a separate not-for-profit corporate entity, to reauthorize and streamline programs of the Federal Aviation Administration, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 3, 2016

Mr. SHUSTER (for himself and Mr. LOBIONDO) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To transfer operation of air traffic services currently provided by the Federal Aviation Administration to a separate not-for-profit corporate entity, to reauthorize and streamline programs of the Federal Aviation Administration, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

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

4 (a) SHORT TITLE.—This Act may be cited as the
5 “Aviation Innovation, Reform, and Reauthorization Act of
6 2016”.

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

- Sec. 1. Short title; table of contents.
 Sec. 2. 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. Facilities and equipment.
 Sec. 103. FAA operations.
 Sec. 104. Adjustment to AIP program funding.
 Sec. 105. Funding for aviation programs.
 Sec. 106. Overflight fees.

Subtitle B—Passenger Facility Charges

- Sec. 111. Passenger facility charge modernization.
 Sec. 112. Pilot program for passenger facility charge authorizations at certain airports.

Subtitle C—Airport Improvement Program Modifications

- Sec. 121. Clarification of airport obligation to provide FAA airport space.
 Sec. 122. Mothers' rooms at airports.
 Sec. 123. Recycling plans for airports.
 Sec. 124. Extension of competitive access reports.
 Sec. 125. Grant assurances.
 Sec. 126. Government share of project costs.
 Sec. 127. Special rule.
 Sec. 128. Marshall Islands, Micronesia, and Palau.
 Sec. 129. State block grant program expansion.
 Sec. 130. Pilot program sunset.
 Sec. 131. Extension of grant authority for compatible land use planning and projects by State and local governments.
 Sec. 132. Midway Island Airport.
 Sec. 133. Property conveyance releases.
 Sec. 134. Minority and disadvantaged business participation.
 Sec. 135. Contract tower program.
 Sec. 136. Critical habitat on or near airport property.
 Sec. 137. RNAV departure procedures.
 Sec. 138. Review and notification of categorical exclusions granted for Next Generation flight procedures.

TITLE II—ATC CORPORATION

- Sec. 201. Purposes.

Subtitle A—Establishment of ATC Corporation

- Sec. 211. ATC Corporation.

Subtitle B—Amendments to Federal Aviation Laws

- Sec. 221. Definitions.
- Sec. 222. Sunset of FAA air traffic entities and officers.
- Sec. 223. Role of Administrator.
- Sec. 224. Emergency powers.
- Sec. 225. Presidential transfers in time of war.
- Sec. 226. Airway capital investment plan before date of transfer.
- Sec. 227. Aviation facilities before date of transfer.
- Sec. 228. Judicial review.
- Sec. 229. Civil penalties.

Subtitle C—Other Matters

- Sec. 241. Use of Federal technical facilities.
- Sec. 242. Severability.

TITLE III—FAA SAFETY CERTIFICATION REFORM

Subtitle A—General Provisions

- Sec. 301. Definitions.
- Sec. 302. Safety Oversight and Certification Advisory Committee.

Subtitle B—Aircraft Certification Reform

- Sec. 311. Aircraft certification performance objectives and metrics.
- Sec. 312. Organization designation authorizations.
- Sec. 313. ODA review.
- Sec. 314. Type certification resolution process.
- Sec. 315. Safety enhancing equipment and systems for small general aviation airplanes.
- Sec. 316. Streamlining certification of small general aviation airplanes.
- Sec. 317. Additional certification resources.

Subtitle C—Flight Standards Reform

- Sec. 331. Flight standards performance objectives and metrics.
- Sec. 332. FAA task force on flight standards reform.
- Sec. 333. Centralized safety guidance database.
- Sec. 334. Regional Consistency Communications Board.

Subtitle D—Safety Workforce

- Sec. 341. Safety workforce training strategy.
- Sec. 342. Workforce review.

Subtitle E—International Aviation

- Sec. 351. Promotion of United States aerospace standards, products, and services abroad.
- Sec. 352. Bilateral exchanges of safety oversight responsibilities.
- Sec. 353. FAA leadership abroad.
- Sec. 354. Registration, certification, and related fees.

TITLE IV—SAFETY

Subtitle A—General Provisions

- Sec. 401. Designated Agency Safety and Health Officer.
- Sec. 402. Repair stations located outside United States.

- Sec. 403. Enhanced training for flight attendants.
- Sec. 404. FAA technical training.
- Sec. 405. Safety critical staffing.
- Sec. 406. Deadline for airline pilot records database.
- Sec. 407. International efforts regarding tracking of civil aircraft.
- Sec. 408. Aircraft data access and retrieval systems.
- Sec. 409. Panel of automation experts.
- Sec. 410. Risk-based cockpit safety.
- Sec. 411. Cockpit automation management.
- Sec. 412. Heads-up displays.
- Sec. 413. HIMS program.
- Sec. 414. Acceptance of voluntarily provided safety information.
- Sec. 415. Marking of towers.
- Sec. 416. Cabin evacuation.
- Sec. 417. Medical certification of certain small aircraft pilots.
- Sec. 418. ODA staffing and oversight.

Subtitle B—Unmanned Aircraft Systems

- Sec. 431. Definitions.
- Sec. 432. Codification of existing law; additional provisions.
- Sec. 433. Unmanned aircraft test ranges.
- Sec. 434. Unmanned aircraft systems senior leadership and staffing.
- Sec. 435. Sense of Congress regarding unmanned aircraft safety.
- Sec. 436. UAS privacy review.
- Sec. 437. Public UAS operations by tribal governments.
- Sec. 438. Facilitating unmanned aircraft authorization in support of fire-fighting operations.
- Sec. 439. Low altitude unmanned aircraft system traffic management.
- Sec. 440. UAS detection systems pilot program.
- Sec. 441. Evaluation of aircraft registration for small unmanned aircraft.

TITLE V—AIR SERVICE IMPROVEMENTS

Subtitle A—Passenger Air Service Improvements

- Sec. 501. Families traveling together.
- Sec. 502. Cell phone voice communication ban.
- Sec. 503. Availability of consumer rights information.
- Sec. 504. Consumer complaints hotline.
- Sec. 505. Improved notification of insecticide use.
- Sec. 506. Advisory committee for aviation consumer protection.
- Sec. 507. Delayed checked baggage.
- Sec. 508. Air travel accessibility.

Subtitle B—Small Community Air Service

- Sec. 531. Essential air service reform.
- Sec. 532. Essential air service authorization.
- Sec. 533. Extension of final order establishing mileage adjustment eligibility.
- Sec. 534. Study on essential air service reform.
- Sec. 535. Small community air service.

TITLE VI—MISCELLANEOUS

- Sec. 601. Federal Aviation Administration strategic cybersecurity plan.
- Sec. 602. Consolidation and realignment of FAA services and facilities.

- Sec. 603. Metropolitan Washington Airports Authority.
- Sec. 604. Aircraft noise exposure.
- Sec. 605. FAA review and reform.
- Sec. 606. Sense of Congress on one engine inoperative procedures.
- Sec. 607. Aviation fuel.
- Sec. 608. Technical corrections.
- Sec. 609. Right to privacy when using air traffic control system.
- Sec. 610. Air shows.
- Sec. 611. Federal authority.
- Sec. 612. Part 91 review, reform, and streamlining.
- Sec. 613. Aircraft registration.
- Sec. 614. Community involvement in FAA NextGen projects located in metroplexes.
- Sec. 615. Air transportation of lithium cells and batteries.
- Sec. 616. Remote tower pilot program for rural or small communities.

1 **SEC. 2. EFFECTIVE DATE.**

2 Except as otherwise expressly provided, this Act and
 3 the amendments made by this Act shall take effect on the
 4 date of enactment of this Act.

5 **TITLE I—AUTHORIZATIONS**
 6 **Subtitle A—Funding of FAA**
 7 **Programs**

8 **SEC. 101. AIRPORT PLANNING AND DEVELOPMENT AND**
 9 **NOISE COMPATIBILITY PLANNING AND PRO-**
 10 **GRAMS.**

11 (a) AUTHORIZATION.—Section 48103(a) of title 49,
 12 United States Code, is amended by striking “section
 13 47504(c)” and all that follows through the period at the
 14 end and inserting the following: “section 47504(c)—

15 “(1) \$3,350,000,000 for fiscal year 2016;

16 “(2) \$3,424,000,000 for fiscal year 2017;

17 “(3) \$3,499,000,000 for fiscal year 2018;

18 “(4) \$3,576,000,000 for fiscal year 2019;

1 (1) determining what additional model inputs
2 and labor distribution codes are needed to identify
3 ODA oversight staffing needs;

4 (2) developing and implementing system-based
5 evaluation criteria and risk-based tools to aid ODA
6 team members in targeting their oversight activities;
7 and

8 (3) developing agreements and processes for
9 sharing resources to ensure adequate oversight of
10 ODA personnel performing certification and inspec-
11 tion work at supplier and company facilities.

12 (b) ODA DEFINED.—In this section, the term
13 “ODA” has the meaning given that term in section 44736
14 of title 49, United States Code, as added by this Act.

15 **Subtitle B—Unmanned Aircraft** 16 **Systems**

17 **SEC. 431. DEFINITIONS.**

18 Except as otherwise provided, the definitions con-
19 tained in section 45501 of title 49, United States Code
20 (as added by this Act), shall apply to this subtitle.

21 **SEC. 432. CODIFICATION OF EXISTING LAW; ADDITIONAL** 22 **PROVISIONS.**

23 (a) IN GENERAL.—Subtitle VII of title 49, United
24 States Code, is amended by inserting after chapter 453
25 the following:

1 **“CHAPTER 455—UNMANNED AIRCRAFT**
2 **SYSTEMS**

“Sec.

“45501. Definitions.

“45502. Integration of civil unmanned aircraft systems into national airspace system.

“45503. Risk-based permitting of unmanned aircraft systems.

“45504. Public unmanned aircraft systems.

“45505. Special rules for certain unmanned aircraft systems.

“45506. Operation of small unmanned aircraft.

“45507. Special rules for model aircraft.

“45508. Safety information for operation of covered unmanned aircraft.

3 **“§ 45501. Definitions**

4 “In this chapter, the following definitions apply:

5 “(1) AERIAL DATA COLLECTION.—The term
6 ‘aerial data collection’ means the gathering of data
7 by a device aboard an unmanned aircraft during
8 flight, including imagery, sensing, and measurement
9 by such device.

10 “(2) ARCTIC.—The term ‘Arctic’ means the
11 United States zone of the Chukchi Sea, Beaufort
12 Sea, and Bering Sea north of the Aleutian chain.

13 “(3) CERTIFICATE OF WAIVER; CERTIFICATE
14 OF AUTHORIZATION.—The terms ‘certificate of waiv-
15 er’ and ‘certificate of authorization’ mean a Federal
16 Aviation Administration grant of approval for a spe-
17 cific flight operation.

18 “(4) MODEL AIRCRAFT.—the term ‘model air-
19 craft’ means an unmanned aircraft that is—

1 “(A) capable of sustained flight in the at-
2 mosphere;

3 “(B) flown within visual line of sight of the
4 person operating the aircraft; and

5 “(C) flown for hobby or recreational pur-
6 poses.

7 “(5) PERMANENT AREAS.—The term ‘perma-
8 nent areas’ means areas on land or water that pro-
9 vide for launch, recovery, and operation of small un-
10 manned aircraft.

11 “(6) PUBLIC UNMANNED AIRCRAFT SYSTEM.—
12 The term ‘public unmanned aircraft system’ means
13 an unmanned aircraft system that meets the quali-
14 fications and conditions required for operation of a
15 public aircraft (as defined in section 40102(a)).

16 “(7) SENSE-AND-AVOID CAPABILITY.—The term
17 ‘sense-and-avoid capability’ means the capability of
18 an unmanned aircraft to remain a safe distance
19 from and to avoid collisions with other airborne air-
20 craft.

21 “(8) SMALL UNMANNED AIRCRAFT.—The term
22 ‘small unmanned aircraft’ means an unmanned air-
23 craft weighing less than 55 pounds, including every-
24 thing that is on board the aircraft.

1 “(9) UNMANNED AIRCRAFT.—The term ‘un-
2 manned aircraft’ means an aircraft that is operated
3 without the possibility of direct human intervention
4 from within or on the aircraft.

5 “(10) UNMANNED AIRCRAFT SYSTEM.—The
6 term ‘unmanned aircraft system’ means an un-
7 manned aircraft and associated elements (including
8 communication links and the components that con-
9 trol the unmanned aircraft) that are required for the
10 pilot in command to operate safely and efficiently in
11 the national airspace system.

12 **“§ 45502. Integration of civil unmanned aircraft sys-**
13 **tems into national airspace system**

14 “(a) REQUIRED PLANNING FOR INTEGRATION.—

15 “(1) COMPREHENSIVE PLAN.—Not later than
16 November 10, 2012, the Secretary of Transpor-
17 tation, in consultation with representatives of the
18 aviation industry, Federal agencies that employ un-
19 manned aircraft systems technology in the national
20 airspace system, and the unmanned aircraft systems
21 industry, shall develop a comprehensive plan to safe-
22 ly accelerate the integration of civil unmanned air-
23 craft systems into the national airspace system.

1 “(2) CONTENTS OF PLAN.—The plan required
2 under paragraph (1) shall contain, at a minimum,
3 recommendations or projections on—

4 “(A) the rulemaking to be conducted under
5 subsection (b), with specific recommendations
6 on how the rulemaking will—

7 “(i) define the acceptable standards
8 for operation and certification of civil un-
9 manned aircraft systems;

10 “(ii) ensure that any civil unmanned
11 aircraft system includes a sense-and-avoid
12 capability; and

13 “(iii) establish standards and require-
14 ments for the operator and pilot of a civil
15 unmanned aircraft system, including
16 standards and requirements for registra-
17 tion and licensing;

18 “(B) the best methods to enhance the tech-
19 nologies and subsystems necessary to achieve
20 the safe and routine operation of civil un-
21 manned aircraft systems in the national air-
22 space system;

23 “(C) a phased-in approach to the integra-
24 tion of civil unmanned aircraft systems into the
25 national airspace system;

1 “(D) a timeline for the phased-in approach
2 described under subparagraph (C);

3 “(E) creation of a safe airspace designa-
4 tion for cooperative manned and unmanned
5 flight operations in the national airspace sys-
6 tem;

7 “(F) establishment of a process to develop
8 certification, flight standards, and air traffic re-
9 quirements for civil unmanned aircraft systems
10 at test ranges where such systems are subject
11 to testing;

12 “(G) the best methods to ensure the safe
13 operation of civil unmanned aircraft systems
14 and public unmanned aircraft systems simulta-
15 neously in the national airspace system; and

16 “(H) incorporation of the plan into the an-
17 nual NextGen Implementation Plan document
18 (or any successor document) of the Federal
19 Aviation Administration.

20 “(3) DEADLINE.—The plan required under
21 paragraph (1) shall provide for the safe integration
22 of civil unmanned aircraft systems into the national
23 airspace system as soon as practicable, but not later
24 than September 30, 2015.

1 “(4) REPORT TO CONGRESS.—Not later than
2 February 14, 2013, the Secretary shall submit to
3 Congress a copy of the plan required under para-
4 graph (1).

5 “(5) ROADMAP.—Not later than February 14,
6 2013, the Secretary shall approve and make avail-
7 able in print and on the Administration’s Internet
8 Web site a 5-year roadmap for the introduction of
9 civil unmanned aircraft systems into the national
10 airspace system, as coordinated by the Unmanned
11 Aircraft Program Office of the Administration. The
12 Secretary shall update the roadmap annually.

13 “(b) RULEMAKING.—Not later than 18 months after
14 the date on which the plan required under subsection
15 (a)(1) is submitted to Congress under subsection (a)(4),
16 the Secretary shall publish in the Federal Register—

17 “(1) a final rule on small unmanned aircraft
18 systems that will allow for civil operation of such
19 systems in the national airspace system, to the ex-
20 tent the systems do not meet the requirements for
21 expedited operational authorization under section
22 45506;

23 “(2) a notice of proposed rulemaking to imple-
24 ment the recommendations of the plan required
25 under subsection (a)(1), with the final rule to be

1 published not later than 16 months after the date of
2 publication of the notice; and

3 “(3) an update to the Administration’s most re-
4 cent policy statement on unmanned aircraft systems,
5 contained in Docket No. FAA–2006–25714.

6 “(c) EXPANDING USE OF UNMANNED AIRCRAFT
7 SYSTEMS IN ARCTIC.—

8 “(1) IN GENERAL.—Not later than August 12,
9 2012, the Secretary shall develop a plan and initiate
10 a process to work with relevant Federal agencies and
11 national and international communities to designate
12 permanent areas in the Arctic where small un-
13 manned aircraft may operate 24 hours per day for
14 research and commercial purposes. The plan for op-
15 erations in these permanent areas shall include the
16 development of processes to facilitate the safe oper-
17 ation of unmanned aircraft beyond line of sight.
18 Such areas shall enable over-water flights from the
19 surface to at least 2,000 feet in altitude, with in-
20 gress and egress routes from selected coastal launch
21 sites.

22 “(2) AGREEMENTS.—To implement the plan
23 under paragraph (1), the Secretary may enter into
24 an agreement with relevant national and inter-
25 national communities.

1 “(3) AIRCRAFT APPROVAL.—Not later than 1
2 year after the entry into force of an agreement nec-
3 essary to effectuate the purposes of this subsection,
4 the Secretary shall work with relevant national and
5 international communities to establish and imple-
6 ment a process, or may apply an applicable process
7 already established, for approving the use of un-
8 manned aircraft in the designated permanent areas
9 in the Arctic without regard to whether an un-
10 manned aircraft is used as a public aircraft, a civil
11 aircraft, or a model aircraft.

12 **“§ 45503. Risk-based permitting of unmanned aircraft**
13 **systems**

14 “(a) IN GENERAL.—Not later than 120 days after
15 the date of enactment of this section, the Administrator
16 of the Federal Aviation Administration shall establish pro-
17 cedures for issuing permits under this section with respect
18 to certain unmanned aircraft systems and operations
19 thereof.

20 “(b) PERMITTING STANDARDS.—Upon the submis-
21 sion of an application in accordance with subsection (d),
22 the Administrator shall issue a permit with respect to the
23 proposed operation of an unmanned aircraft system if the
24 Administrator determines that—

1 “(1) the unmanned aircraft system and the pro-
2 posed operation achieve a level of safety that is
3 equivalent to—

4 “(A) other unmanned aircraft systems and
5 operations permitted under regulation, exemp-
6 tion, or other authority granted by the Adminis-
7 trator; or

8 “(B) any other aircraft operation approved
9 by the Administrator with similar risk charac-
10 teristics or profiles; and

11 “(2) the applicant for the permit has adequate
12 liability insurance based on the criteria specified in
13 subsection (c).

14 “(c) SAFETY CRITERIA FOR CONSIDERATION.—In
15 determining whether a proposed operation meets the
16 standards described in subsection (b), the Administrator
17 shall consider the following safety criteria:

18 “(1) The kinetic energy of the unmanned air-
19 craft system.

20 “(2) The location of the proposed operation, in-
21 cluding the proximity to—

22 “(A) structures;

23 “(B) congested areas;

24 “(C) special-use airspace; and

25 “(D) persons on the ground.

1 “(3) The nature of the operation, including any
2 proposed risk mitigation.

3 “(4) Any known hazard of the proposed oper-
4 ation and the severity and likelihood of such hazard.

5 “(5) Any known failure modes of the unmanned
6 aircraft system, failure mode effects and criticality,
7 and any mitigating features or capabilities.

8 “(6) The operational history of relevant tech-
9 nologies, if available.

10 “(7) Any history of civil penalties or certificate
11 actions by the Administrator against the applicant
12 seeking the permit.

13 “(8) Any other safety criteria the Administrator
14 considers appropriate.

15 “(d) APPLICATION.—An application under this sec-
16 tion shall include evidence that the unmanned aircraft sys-
17 tem and the proposed operation thereof meet the stand-
18 ards described in subsection (b) based on the criteria de-
19 scribed in subsection (c).

20 “(e) SCOPE OF PERMIT.—A permit issued under this
21 section shall—

22 “(1) be valid for 5 years;

23 “(2) constitute approval of both the airworthi-
24 ness of the unmanned aircraft system and the pro-
25 posed operation of such system;

1 “(3) be renewable for additional 5-year periods;

2 and

3 “(4) contain any terms necessary to ensure
4 aviation safety.

5 “(f) NOTICE.—Not later than 120 days after the Ad-
6 ministrators receives a complete application under sub-
7 section (d), the Administrator shall provide the applicant
8 written notice of a decision to approve, disapprove, or re-
9 quest a modification of the application.

10 “(g) PERMITTING PROCESS.—The Administrator
11 shall issue a permit under this section without regard to
12 subsections (b) through (d) of section 553 of title 5 and
13 chapter 35 of title 44 if the Administrator determines that
14 the operation permitted will not occur near a congested
15 area.

16 “(h) EXEMPTION FROM CERTAIN REQUIREMENTS.—
17 To the extent consistent with aviation safety, the Adminis-
18 trator may exempt applicants under this section from
19 paragraphs (1) through (3) of section 44711(a).

20 “(i) WITHDRAWAL.—The Administrator may, at any
21 time, modify or withdraw a permit issued under this sec-
22 tion.

23 “(j) APPLICABILITY.—This section shall not apply to
24 small unmanned aircraft systems and operations ad-
25 dressed by the proposed rule on small unmanned aircraft

1 systems issued pursuant to section 45502(b)(1) or any
2 final rule based on such proposed rule.

3 “(k) EXPEDITED REVIEW.—The Administrator shall
4 review and act upon applications under this section on an
5 expedited basis for unmanned aircraft systems and oper-
6 ations thereof to be used primarily in, or primarily in di-
7 rect support of, emergency preparedness, response, or dis-
8 aster recovery.

9 **“§ 45504. Public unmanned aircraft systems**

10 “(a) GUIDANCE.—Not later than November 10,
11 2012, the Secretary of Transportation shall issue guidance
12 regarding the operation of public unmanned aircraft sys-
13 tems to—

14 “(1) expedite the issuance of a certificate of au-
15 thorization process;

16 “(2) provide for a collaborative process with
17 public agencies to allow for an incremental expan-
18 sion of access to the national airspace system as
19 technology matures and the necessary safety anal-
20 ysis and data become available, and until standards
21 are completed and technology issues are resolved;

22 “(3) facilitate the capability of public agencies
23 to develop and use test ranges, subject to operating
24 restrictions required by the Federal Aviation Admin-

1 istration, to test and operate unmanned aircraft sys-
2 tems; and

3 “(4) provide guidance on a public entity’s re-
4 sponsibility when operating an unmanned aircraft
5 without a civil airworthiness certificate issued by the
6 Administration.

7 “(b) STANDARDS FOR OPERATION AND CERTIFI-
8 CATION.—Not later than December 31, 2015, the Admin-
9 istrator shall develop and implement operational and cer-
10 tification requirements for the operation of public un-
11 manned aircraft systems in the national airspace system.

12 “(c) AGREEMENTS WITH GOVERNMENT AGEN-
13 CIES.—

14 “(1) IN GENERAL.—Not later than May 14,
15 2012, the Secretary shall enter into agreements with
16 appropriate government agencies to simplify the
17 process for issuing certificates of waiver or author-
18 ization with respect to applications seeking author-
19 ization to operate public unmanned aircraft systems
20 in the national airspace system.

21 “(2) CONTENTS.—The agreements shall—

22 “(A) with respect to an application de-
23 scribed in paragraph (1)—

24 “(i) provide for an expedited review of
25 the application;

1 “(ii) require a decision by the Admin-
2 istrator on approval or disapproval within
3 60 business days of the date of submission
4 of the application; and

5 “(iii) allow for an expedited appeal if
6 the application is disapproved;

7 “(B) allow for a one-time approval of simi-
8 lar operations carried out during a fixed period
9 of time; and

10 “(C) allow a government public safety
11 agency to operate unmanned aircraft weighing
12 4.4 pounds or less, if operated—

13 “(i) within the line of sight of the op-
14 erator;

15 “(ii) less than 400 feet above the
16 ground;

17 “(iii) during daylight conditions;

18 “(iv) within Class G airspace; and

19 “(v) outside of 5 statute miles from
20 any airport, heliport, seaplane base, space-
21 port, or other location with aviation activi-
22 ties.

1 **“§ 45505. Special rules for certain unmanned aircraft**
2 **systems**

3 “(a) IN GENERAL.—Notwithstanding any other re-
4 quirement of this subtitle, and not later than August 12,
5 2012, the Secretary of Transportation shall determine if
6 certain unmanned aircraft systems may operate safely in
7 the national airspace system before completion of the plan
8 and rulemaking required by section 45502 or the guidance
9 required under section 45504.

10 “(b) ASSESSMENT OF UNMANNED AIRCRAFT SYS-
11 TEMS.—In making the determination under subsection
12 (a), the Secretary shall determine, at a minimum—

13 “(1) which types of unmanned aircraft systems,
14 if any, as a result of their size, weight, speed, oper-
15 ational capability, proximity to airports and popu-
16 lated areas, and operation within visual line of sight
17 do not create a hazard to users of the national air-
18 space system or the public or pose a threat to na-
19 tional security; and

20 “(2) whether a certificate of waiver, certificate
21 of authorization, or airworthiness certification under
22 section 44704 is required for the operation of un-
23 manned aircraft systems identified under paragraph
24 (1).

25 “(c) REQUIREMENTS FOR SAFE OPERATION.—If the
26 Secretary determines under this section that certain un-

1 manned aircraft systems may operate safely in the na-
2 tional airspace system, the Secretary shall establish re-
3 quirements for the safe operation of such aircraft systems
4 in the national airspace system.

5 **“§ 45506. Operation of small unmanned aircraft**

6 “(a) EXEMPTION AND CERTIFICATE OF WAIVER OR
7 AUTHORIZATION FOR CERTAIN OPERATIONS.—Not later
8 than 270 days after the date of enactment of this section,
9 the Administrator of the Federal Aviation Administration
10 shall establish a procedure for granting an exemption and
11 issuing a certificate of waiver or authorization for the op-
12 eration of a small unmanned aircraft system in United
13 States airspace for the purposes described in section
14 45501(1).

15 “(b) OPERATION OF EXEMPTION AND CERTIFICATE
16 OF WAIVER OR AUTHORIZATION.—

17 “(1) EXEMPTION.—An exemption granted
18 under this section shall—

19 “(A) exempt the operator of a small un-
20 manned aircraft from the provisions of title 14,
21 Code of Federal Regulations, that are exempted
22 in Exemption No. 11687, issued on May 26,
23 2015, Regulatory Docket Number FAA–2015–
24 0117, or in a subsequent exemption; and

1 “(B) contain conditions and limitations de-
2 scribed in paragraphs 3 through 31 of such Ex-
3 emption No. 11687, or conditions and limita-
4 tions of a subsequent exemption.

5 “(2) CERTIFICATE OF WAIVER OR AUTHORIZA-
6 TION.—A certificate of waiver or authorization
7 issued under this section shall allow the operation of
8 small unmanned aircraft according to—

9 “(A) the standard provisions and air traf-
10 fic control special provisions of the certificate of
11 waiver or authorization FAA Form 7711–1 (7–
12 74); or

13 “(B) the standard and special provisions of
14 a subsequent certificate of waiver or authoriza-
15 tion.

16 “(c) NOTICE TO ADMINISTRATOR.—Before operating
17 a small unmanned aircraft pursuant to a certificate of
18 waiver or authorization granted under this section, the op-
19 erator shall provide written notice to the Administrator,
20 in a form and manner specified by the Administrator, that
21 contains such information and assurances as the Adminis-
22 trator determines necessary in the interest of aviation
23 safety and the efficiency of the national airspace system,
24 including a certification that the operator has read, under-

1 stands, and will comply with all terms, conditions, and lim-
2 itations of the certificate of waiver or authorization.

3 “(d) WAIVER OF AIRWORTHINESS CERTIFICATE.—

4 Notwithstanding section 44711(a)(1), the holder of a cer-
5 tificate of waiver or authorization granted under this sec-
6 tion may operate a small unmanned aircraft under the
7 terms, conditions, and limitations of such certificate with-
8 out an airworthiness certificate.

9 “(e) PROCEDURE.—The granting of an exemption or
10 the issuance of a certificate of waiver or authorization, or
11 any other action authorized by this section, shall be made
12 without regard to—

13 “(1) section 553 of title 5; or

14 “(2) chapter 35 of title 44.

15 “(f) STATUTORY CONSTRUCTION.—Nothing in this
16 section may be construed to—

17 “(1) affect the issuance of a rule by or any
18 other activity of the Secretary of Transportation or
19 the Administrator under any other provision of law;
20 or

21 “(2) invalidate an exemption or certificate of
22 waiver or authorization issued by the Administrator
23 before the date of enactment of this section.

24 “(g) EFFECTIVE PERIODS.—An exemption or certifi-
25 cate of waiver or authorization issued under this section,

1 or an amendment of such exemption or certificate, shall
2 cease to be valid on the effective date of a final rule on
3 small unmanned aircraft systems issued under section
4 45502(b)(1).

5 “(h) APPLICABILITY.—

6 “(1) DEFAULT.—The requirements of this sec-
7 tion shall apply beginning on the date that is 270
8 days after the date of enactment of this Act unless
9 the Administrator issues, before such date, a final
10 rule based on the notice of proposed rulemaking
11 issued on February 23, 2015, entitled ‘Operation
12 and Certification of Small Unmanned Aircraft Sys-
13 tems’ (80 Fed. Reg. 9543).

14 “(2) EXPIRATION.—The requirements of this
15 section shall not be effective beginning on the date
16 on which the Administrator issues a final rule based
17 on the notice of proposed rulemaking issued on Feb-
18 ruary 23, 2015, entitled ‘Operation and Certification
19 of Small Unmanned Aircraft Systems’ (80 Fed. Reg.
20 9543).

21 **“§ 45507. Special rules for model aircraft**

22 “(a) IN GENERAL.—Notwithstanding any other pro-
23 vision of law relating to the incorporation of unmanned
24 aircraft systems into Federal Aviation Administration
25 plans and policies, including this subtitle, the Adminis-

1 trator of the Federal Aviation Administration may not
2 promulgate any rule or regulation regarding a model air-
3 craft, or an aircraft being developed as a model aircraft,
4 if—

5 “(1) the aircraft is flown strictly for hobby or
6 recreational use;

7 “(2) the aircraft is operated in accordance with
8 a community-based set of safety guidelines and with-
9 in the programming of a community-based organiza-
10 tion;

11 “(3) the aircraft is limited to not more than 55
12 pounds unless otherwise certified through a design,
13 construction, inspection, flight test, and operational
14 safety program administered by a community-based
15 organization;

16 “(4) the aircraft is operated in a manner that
17 does not interfere with and gives way to any manned
18 aircraft; and

19 “(5) when flown within 5 miles of an airport,
20 the operator of the aircraft provides the airport op-
21 erator and the airport air traffic control tower (when
22 an air traffic facility is located at the airport) with
23 prior notice of the operation (model aircraft opera-
24 tors flying from a permanent location within 5 miles
25 of an airport should establish a mutually agreed

1 upon operating procedure with the airport operator
2 and the airport air traffic control tower (when an air
3 traffic facility is located at the airport)).

4 “(b) COMMERCIAL OPERATION FOR INSTRUCTIONAL
5 OR EDUCATIONAL PURPOSES.—A flight of an unmanned
6 aircraft shall be treated as a flight of a model aircraft
7 for purposes of subsection (a) (regardless of any com-
8 pensation, reimbursement, or other consideration ex-
9 changed or incidental economic benefit gained in the
10 course of planning, operating, or supervising the flight),
11 if the flight is—

12 “(1) conducted for instructional or educational
13 purposes; and

14 “(2) operated or supervised by an eligible not-
15 for-profit organization.

16 “(c) STATUTORY CONSTRUCTION.—Nothing in this
17 section may be construed to limit the authority of the Ad-
18 ministrator to pursue enforcement action against persons
19 operating model aircraft who endanger the safety of the
20 national airspace system.

21 “(d) ELIGIBLE NOT-FOR-PROFIT ORGANIZATION
22 DEFINED.—In this section, the term ‘eligible not-for-prof-
23 it organization’ means an entity that—

24 “(1) is described in section 501(c)(3) of the In-
25 ternal Revenue Code of 1986;

1 “(2) is exempt from tax under section 501(a) of
2 the Internal Revenue Code of 1986;

3 “(3) the mission of which is demonstrably the
4 furtherance of model aviation;

5 “(4) provides a comprehensive set of safety
6 guidelines for all aspects of model aviation address-
7 ing the assembly and operation of model aircraft and
8 that emphasize safe aeromodeling operations within
9 the national airspace system and the protection and
10 safety of individuals and property on the ground;

11 “(5) provides programming and support for any
12 local charter organizations, affiliates, or clubs; and

13 “(6) provides assistance and support in the de-
14 velopment and operation of locally designated model
15 aircraft flying sites.

16 **“§ 45508. Safety information for operation of covered**
17 **unmanned aircraft**

18 “Beginning not later than 120 days after the date
19 of enactment of this section, the Administrator of the Fed-
20 eral Aviation Administration shall make available to the
21 public, through electronic or other suitable means, infor-
22 mation developed jointly by the Federal Aviation Adminis-
23 tration and appropriate non-governmental organizations
24 relating to the safe operation of unmanned aircraft in
25 United States airspace that includes—

1 “(1) notice of the existence of airspace bound-
2 aries, designated navigational routes, and navigable
3 airspace;

4 “(2) the requirements for entry into and oper-
5 ation within class A, B, C, D, and E airspace, as de-
6 fined in subparts A through E of part 71 of title 14,
7 Code of Federal Regulations (or any successor provi-
8 sions);

9 “(3) notice of the existence and a description of
10 Federal aviation regulations applicable to the flight
11 of unmanned aircraft, including regulations prohib-
12 iting careless and reckless operation and operation
13 of unairworthy aircraft in part 91 of such title (or
14 any successor provisions);

15 “(4) notice of sources of aeronautical informa-
16 tion and applicable regulations, including publicly
17 available resources for determining the locations of
18 airports, designated navigational routes, and con-
19 trolled airspace;

20 “(5) notice of criminal and civil penalties that
21 may result from unlawful operation of unmanned
22 aircraft; and

23 “(6) examples of the hazards associated with
24 the operation of an unmanned aircraft—

25 “(A) in a careless or reckless manner;

1 “(B) in an unairworthy condition; and
2 “(C) in proximity to other aircraft.”.

3 (b) CONFORMING AMENDMENTS.—

4 (1) REPEALS.—

5 (A) IN GENERAL.—Sections 332(a),
6 332(b), 332(d), 333, 334, and 336 of the FAA
7 Modernization and Reform Act of 2012 (49
8 U.S.C. 40101 note) are repealed.

9 (B) CLERICAL AMENDMENT.—The items
10 relating to sections 333, 334, and 336 of the
11 FAA Modernization and Reform Act of 2012
12 (49 U.S.C. 40101 note) in the table of contents
13 contained in section 1(b) of that Act are re-
14 pealed.

15 (2) PENALTIES.—Section 46301 of title 49,
16 United States Code, is amended—

17 (A) in subsection (a)—

18 (i) in paragraph (1)(A) by inserting
19 “chapter 455,” after “chapter 451,”; and

20 (ii) in paragraph (5)(A)(i) by striking
21 “or chapter 451,” and inserting “chapter
22 451, chapter 455,”;

23 (B) in subsection (d)(2) by inserting
24 “chapter 455,” after “chapter 451,”; and

1 (C) in subsection (f)(1)(A)(i) by striking
 2 “or chapter 451” and inserting “chapter 451,
 3 or chapter 455”.

4 (3) CLERICAL AMENDMENT.—The analysis for
 5 subtitle VII of title 49, United States Code, is
 6 amended by inserting after the item relating to
 7 chapter 453 the following:

“455. Unmanned aircraft systems45501”.

8 **SEC. 433. UNMANNED AIRCRAFT TEST RANGES.**

9 (a) EXTENSION OF PROGRAM.—Section 332(c)(1) of
 10 the FAA Modernization and Reform Act of 2012 (49
 11 U.S.C. 40101 note) is amended by striking “5 years after
 12 the date of enactment of this Act” and inserting “5 years
 13 after the date of enactment of the Aviation Innovation,
 14 Reform, and Reauthorization Act of 2016”.

15 (b) SENSE-AND-AVOID TECHNOLOGIES AT TEST
 16 RANGES.—

17 (1) IN GENERAL.—To the extent consistent
 18 with aviation safety, the Administrator of the Fed-
 19 eral Aviation Administration shall permit and en-
 20 courage flights of unmanned aircraft systems
 21 equipped with sense-and-avoid technologies at the 6
 22 test ranges designated under section 332(c) of the
 23 FAA Modernization and Reform Act of 2012.

24 (2) WAIVERS.—In carrying out paragraph (1),
 25 the Administrator may waive the requirements of

1 section 44711 of title 49, United States Code, in-
2 cluding related regulations, to the extent consistent
3 with aviation safety.

4 (c) PROVISIONAL CIVIL OPERATION OF SMALL UN-
5 MANNED AIRCRAFT SYSTEMS AT TEST RANGES.—

6 (1) IN GENERAL.—In carrying out the program
7 established under section 332(c) of the FAA Mod-
8 ernization and Reform Act of 2012, and subject to
9 the requirements of paragraph (2), the Secretary
10 shall allow civil operation of small unmanned air-
11 craft systems at the 6 test ranges designated pursu-
12 ant to that section.

13 (2) REQUIREMENTS.—The Secretary shall pro-
14 vide that—

15 (A) operations of small unmanned aircraft
16 systems occur exclusively within airspace des-
17 ignated in an applicable certificate of authoriza-
18 tion or waiver; and

19 (B) notwithstanding section 44711 of title
20 49, United States Code, operations are con-
21 ducted, to the extent practicable, pursuant to
22 the proposed rule on small unmanned aircraft
23 systems issued pursuant to section 45502(b)(1)
24 of such title, or any final rule issued based on
25 that proposed rule, except that a passing grade

1 on the aeronautical knowledge test required for
2 a sport pilot certificate described in part 61 of
3 title 14, Code of Federal Regulations, or more
4 advanced aeronautical knowledge test under
5 such part, shall be treated as satisfying the
6 aeronautical knowledge testing requirement
7 contained in such proposed rule.

8 (3) SUNSET.—This subsection shall cease to be
9 effective on the date that is the earlier of—

10 (A) 5 years after the date of enactment of
11 this Act; and

12 (B) the date of publication of a final rule
13 based on the proposed rule described under
14 paragraph (2)(B).

15 (d) DEFINITION OF TEST RANGE.—In this section,
16 the term “test range” means a defined geographic area
17 where research and development are conducted.

18 **SEC. 434. UNMANNED AIRCRAFT SYSTEMS SENIOR LEADER-**
19 **SHIP AND STAFFING.**

20 (a) INTRA-AGENCY LEADERSHIP.—

21 (1) UNMANNED AIRCRAFT SYSTEMS INTEGRA-
22 TION OFFICE.—There is in the Federal Aviation Ad-
23 ministration an Unmanned Aircraft Systems Inte-
24 gration Office (in this section referred to as the “Of-
25 fice”).

1 (2) CHIEF UNMANNED AIRCRAFT SYSTEMS IN-
2 TEGRATION OFFICER.—

3 (A) DESIGNATION.—Not later than 30
4 days after the date of enactment of this Act,
5 the Administrator of the Federal Aviation Ad-
6 ministration shall designate an individual to
7 serve as the head of the Office, to be known as
8 the Chief Unmanned Aircraft Systems Integra-
9 tion Officer.

10 (B) DUTIES; REPORTING.—The Chief Un-
11 manned Aircraft Systems Integration Officer
12 shall—

13 (i) report directly to the Associate Ad-
14 ministrator for Aviation Safety (or a suc-
15 cessor position);

16 (ii) have the duties and functions of
17 the position of the Director of the UAS In-
18 tegration Office, as of the date of enact-
19 ment of this section; and

20 (iii) optimize intra-agency efforts to
21 establish a sound technical and safety
22 methodology for the integration of un-
23 manned aircraft systems into the national
24 airspace system.

25 (b) INTERAGENCY LEADERSHIP.—

1 (1) DIRECTOR OF UAS EXTERNAL AFFAIRS.—
2 Not later than 30 days after the date of enactment
3 of this Act, the Administrator shall designate an in-
4 dividual to serve as the head of interagency efforts
5 on unmanned aircraft systems integration for the
6 Administration, to be known as the Director of UAS
7 External Affairs.

8 (2) DUTIES; REPORTING.—The individual des-
9 ignated under paragraph (1) shall—

10 (A) report directly to the Deputy Adminis-
11 trator;

12 (B) have the duties and functions of the
13 position of Senior Advisor on UAS Integration,
14 as of the date of enactment of this section; and

15 (C) focus on external outreach, education,
16 and interagency initiatives consistent with the
17 Administration’s management of unmanned air-
18 craft systems integration efforts.

19 (c) STAFFING.—The Administrator shall designate a
20 sufficient number of safety inspectors to focus on the safe-
21 ty oversight of unmanned aircraft systems into the na-
22 tional airspace system, taking into consideration the cur-
23 rent and anticipated—

24 (1) budgetary environment; and

1 (2) volume of unmanned aircraft system oper-
2 ations.

3 **SEC. 435. SENSE OF CONGRESS REGARDING UNMANNED**
4 **AIRCRAFT SAFETY.**

5 It is the sense of Congress that—

6 (1) the unauthorized operation of unmanned
7 aircraft near airports presents a serious hazard to
8 aviation safety;

9 (2) with increasing regularity, pilots are report-
10 ing near misses with unmanned aircraft at low alti-
11 tudes during critical phases of flight, either on final
12 approach or shortly after takeoff;

13 (3) a collision between an unmanned aircraft
14 and a conventional aircraft in flight could jeopardize
15 the safety of persons aboard aircraft and on the
16 ground;

17 (4) Federal aviation regulations, including sec-
18 tions 91.126 through 91.131 of title 14, Code of
19 Federal Regulations, prohibit unauthorized operation
20 of an aircraft in controlled airspace near an airport;

21 (5) Federal aviation regulations, including sec-
22 tion 91.13 of title 14, Code of Federal Regulations,
23 prohibit the operation of an aircraft in a careless or
24 reckless manner so as to endanger the life or prop-
25 erty of another;

1 (6) the Administrator of the Federal Aviation
2 Administration should pursue all available civil and
3 administrative remedies available to the Adminis-
4 trator, including referrals to other government agen-
5 cies for criminal investigations, with respect to per-
6 sons who operate unmanned aircraft in an unauthor-
7 ized manner;

8 (7) the Administrator should place particular
9 priority on continuing measures, including partner-
10 ships with nongovernmental organizations, to edu-
11 cate the public about the dangers to the public safe-
12 ty of operating unmanned aircraft near airports
13 without the appropriate approvals or authorizations;
14 and

15 (8) manufacturers and retail sellers of small
16 unmanned aircraft systems should take steps to edu-
17 cate consumers about the safe and lawful operation
18 of such systems.

19 **SEC. 436. UAS PRIVACY REVIEW.**

20 (a) REVIEW.—The Secretary of Transportation, in
21 consultation with the heads of appropriate Federal agen-
22 cies, appropriate State and local officials, and subject-mat-
23 ter experts and in consideration of relevant efforts led by
24 the National Telecommunications and Information Ad-
25 ministration, shall carry out a review to identify any po-

1 tential reduction of privacy specifically caused by integra-
2 tion of unmanned aircraft systems into the national air-
3 space system.

4 (b) CONSULTATION.—In carrying out the review, the
5 Secretary shall consult with the National Telecommuni-
6 cations and Information Administration of the Depart-
7 ment of Commerce on its ongoing efforts responsive to the
8 presidential memorandum titled “Promoting Economic
9 Competitiveness While Safeguarding Privacy, Civil Rights,
10 and Civil Liberties in Domestic Use of Unmanned Aircraft
11 Systems” and dated February 15, 2015.

12 (c) REPORT.—Not later than 180 days after the date
13 of enactment of this Act, the Secretary shall submit to
14 the Committee on Transportation and Infrastructure of
15 the House of Representatives and the Committee on Com-
16 merce, Science, and Transportation of the Senate a report
17 on the results of the review required under subsection (a).

18 **SEC. 437. PUBLIC UAS OPERATIONS BY TRIBAL GOVERN-**
19 **MENTS.**

20 (a) PUBLIC UAS OPERATIONS BY TRIBAL GOVERN-
21 MENTS.—Section 40102(a)(41) of title 49, United States
22 Code, is amended by adding at the end the following:

23 “(F) An unmanned aircraft that is owned
24 and operated by, or exclusively leased for at
25 least 90 continuous days by, an Indian tribal

1 government, as defined in section 102 of the
2 Robert T. Stafford Disaster Relief and Emer-
3 gency Assistance Act (42 U.S.C. 5122), except
4 as provided in section 40125(b).”.

5 (b) CONFORMING AMENDMENT.—Section 40125(b)
6 of title 49, United States Code, is amended by striking
7 “or (D)” and inserting “(D), or (F)”.

8 **SEC. 438. FACILITATING UNMANNED AIRCRAFT AUTHOR-**
9 **IZATION IN SUPPORT OF FIREFIGHTING OP-**
10 **ERATIONS.**

11 The Administrator of the Federal Aviation Adminis-
12 tration shall enter into agreements with the Secretary of
13 the Interior and the Secretary of Agriculture as necessary
14 to continue the expeditious authorization of safe un-
15 manned aircraft system operations in support of fire-
16 fighting operations consistent with the requirements of
17 section 45504(c) of title 49, United States Code.

18 **SEC. 439. LOW ALTITUDE UNMANNED AIRCRAFT SYSTEM**
19 **TRAFFIC MANAGEMENT.**

20 (a) ESTABLISHMENT OF ADVISORY COMMITTEE.—
21 Not later than 90 days after the date of enactment of this
22 Act, the Administrator of the Federal Aviation Adminis-
23 tration shall establish an advisory committee comprised of
24 government representatives and appropriate industry rep-
25 resentatives to—

1 (1) assess the necessity, feasibility, and benefits
2 of establishing unmanned aircraft traffic manage-
3 ment systems for airspace between the surface and
4 400 feet above ground level;

5 (2) develop recommendations for government
6 oversight of such systems; and

7 (3) address any other issues the advisory panel
8 considers necessary and appropriate.

9 (b) REPORT.—Not later than 1 year after the estab-
10 lishment of the advisory committee under subsection (a),
11 the Administrator shall submit to the Committee on
12 Transportation and Infrastructure of the House of Rep-
13 resentatives and the Committee on Commerce, Science,
14 and Transportation of the Senate a report on the findings
15 of the advisory committee.

16 (c) SUNSET.—The advisory committee shall termi-
17 nate upon transmission of the report pursuant to sub-
18 section (b).

19 **SEC. 440. UAS DETECTION SYSTEMS PILOT PROGRAM.**

20 (a) ESTABLISHMENT.—Not later than 180 days after
21 the date of enactment of this Act, the Secretary of Trans-
22 portation shall establish a pilot program to deploy and
23 evaluate the effectiveness of unmanned aircraft detection
24 systems in maintaining the safety of air commerce and
25 navigable airspace in light of aviation safety hazards posed

1 by unauthorized operations of unmanned aircraft in prox-
2 imity to airports.

3 (b) PARTICIPATING AIRPORTS.—The Secretary shall
4 select not fewer than 3 airports in the United States with
5 scheduled commercial air service that the Secretary deter-
6 mines to be suitable locations for participation in the pilot
7 program.

8 (c) DETECTION CAPABILITIES.—In carrying out the
9 pilot program under subsection (a), the Secretary may uti-
10 lize unmanned aircraft detection systems to—

11 (1) detect, locate, and track unmanned aircraft;

12 (2) detect, locate, and track operators of un-
13 manned aircraft; and

14 (3) mitigate unauthorized operations of un-
15 manned aircraft in any airspace in which they may
16 pose an aviation safety risk.

17 (d) LIMITATION.—The Secretary shall ensure that
18 the unmanned aircraft detection systems used in carrying
19 out the pilot program do not interfere with or harm air-
20 port operations, essential navigation systems, wireless
21 communications, or the general public.

22 (e) REPORT.—

23 (1) IN GENERAL.—Not later than 18 months
24 after the date of enactment of this Act, the Sec-
25 retary shall submit to the Committee on Transpor-

1 tation and Infrastructure of the House of Represent-
2 atives and the Committee on Commerce, Science,
3 and Transportation of the Senate a report on the re-
4 sults of the pilot program established under sub-
5 section (a).

6 (2) CONTENTS.—The report submitted under
7 paragraph (1) shall include the following:

8 (A) The number of unauthorized un-
9 manned aircraft operations detected at each
10 participating airport, together with a descrip-
11 tion of such operations.

12 (B) The number of instances in which un-
13 authorized unmanned aircraft were mitigated
14 pursuant to subsection (c)(3), together with a
15 description of such instances.

16 (C) The number of enforcement cases
17 brought by the Federal Aviation Administration
18 for unauthorized operation of unmanned air-
19 craft detected through the pilot program, to-
20 gether with a description of such cases.

21 (D) The number of any technical failures
22 in the pilot program, together with a descrip-
23 tion of such failures.

1 (E) Recommendations for safety and oper-
2 ational standards for unmanned aircraft detec-
3 tion systems.

4 (F) The feasibility of deployment of the
5 systems at other airports.

6 (3) **FORMAT.**—To the extent practicable, the re-
7 port prepared under paragraph (1) shall be sub-
8 mitted in an unclassified format. If necessary, the
9 report may include a classified annex.

10 (f) **UNMANNED AIRCRAFT DETECTION SYSTEM DE-**
11 **FINED.**—In this section, the term “unmanned aircraft de-
12 **tection system”** means a system that can carry out the
13 activities described in subsection (c).

14 (g) **SUNSET.**—The pilot program established under
15 subsection (a) shall cease to be effective on the earlier of—

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

18 (2) the date of the submission of the report
19 under subsection (e).

20 (h) **AUTHORITY.**—After the pilot program ceases to
21 be effective, the Secretary may use unmanned aircraft de-
22 **tection systems** to detect and mitigate the unauthorized
23 **operation of unmanned aircraft** that pose a risk to aviation
24 **safety.**

1 **SEC. 441. EVALUATION OF AIRCRAFT REGISTRATION FOR**
2 **SMALL UNMANNED AIRCRAFT.**

3 (a) METRICS.—Beginning not later than 180 days
4 after the date of enactment of this Act, the Administrator
5 of the Federal Aviation Administration shall develop and
6 track metrics to assess compliance with and effectiveness
7 of the registration of small unmanned aircraft systems by
8 the Federal Aviation Administration pursuant to the in-
9 terim final rule issued on December 16, 2015, entitled
10 “Registration and Marking Requirements for Small Un-
11 manned Aircraft” (80 Fed. Reg. 78593) and any subse-
12 quent final rule, including metrics with respect to—

13 (1) the levels of compliance with the interim
14 final rule and any subsequent final rule;

15 (2) the number of enforcement actions taken by
16 the Administration for violations of or noncompli-
17 ance with the interim final rule and any subsequent
18 final rule, together with a description of the actions;
19 and

20 (3) the effect of the interim final rule and any
21 subsequent final rule on compliance with any fees
22 associated with the use of small unmanned aircraft
23 systems.

24 (b) EVALUATION.—The Inspector General of the De-
25 partment of Transportation shall evaluate—

1 (1) the Administration’s progress in developing
2 and tracking the metrics set forth in subsection (a);
3 and

4 (2) the reliability, effectiveness, and efficiency
5 of the Administration’s registration program for
6 small unmanned aircraft.

7 (c) REPORT.—Not later than 1 year after the date
8 of enactment of this Act, the Inspector General of the De-
9 partment of Transportation shall submit to the Committee
10 on Transportation and Infrastructure of the House of
11 Representatives and the Committee on Commerce,
12 Science, and Transportation of the Senate a report con-
13 taining—

14 (1) the results of the evaluation required under
15 subsection (b); and

16 (2) recommendations to the Administrator and
17 Congress for improvements to the registration proc-
18 ess for small unmanned aircraft.

19 **TITLE V—AIR SERVICE**
20 **IMPROVEMENTS**

21 **Subtitle A—Passenger Air Service**
22 **Improvements**

23 **SEC. 501. FAMILIES TRAVELING TOGETHER.**

24 Section 41712 of title 49, United States Code, is
25 amended by adding at the end the following: