



Federal Aviation Reauthorization Act of 2018 (H.R. 302) – Relevant Legislative Language

Subject	Bill Section and Description
Safety Oversight and Certification Advisory Committee	Sec. 202 of the bill directs DOT to establish Safety & Oversight Certification Advisory Committee. Advisory Committee shall “consult with, and ensure participation by”, <i>inter alia</i> , representatives of “aviation maintenance, repair and overhaul”.
Aircraft Certification Performance Metrics	Sec. 211 of the bill directs the Administrator to establish performance objectives and apply and track performance metrics for the FAA and the aviation industry relating to aircraft certification.
Organizational Delegation Authorizations	Sec. 212 of the bill amends existing law to require that when overseeing an organization designation authorization (ODA) holder, the Administrator must require a procedures manual to ensure that functions are delegated fully to the ODA (unless there is a safety or public interest reason to not delegate functions). This section also establishes a centralized ODA policy office within the FAA’s Office of Aviation Safety to oversee and ensure the consistency of audit functions under the ODA program across the FAA.
ODA Review	Sec. 213 of the bill establishes a multidisciplinary expert review panel to conduct a survey of ODA holders and applicants to obtain feedback on the FAA’s efforts involving the ODA program and make recommendations to improve the FAA’s ODA-related activities. Within six months of the Panel convening, they will submit a report to the FAA and appropriate Committees of Congress on any findings and recommendations.
Type Certification Resolution Process	Sec. 214 of the bill requires the Administrator to establish a type certification resolution process, in which the certificate applicant and FAA will establish for each project specific certification milestones and timeframes.
Review of Certification Process for Small General Aviation Airplanes	Sec. 215 of the bill directs GAO to study the FAA’s implementation of the final rule titled “Revision of Airworthiness Standards for Normal, Utility, Acrobatic, and Commuter Category Airplanes” (81 Fed. Reg. 96572).
ODA Staffing and Oversight	Sec. 2016 of the bill directs the Administrator to report to Congress on its progress in implementing specific DOT Inspector General (IG) recommendations regarding the FAA’s staffing and oversight of ODA.
Flight Standards Reform Task Force	Sec. 222 of the bill directs Administrator to establish Flight Standards Reform Task Force. Task force shall include one repair station representative (“with knowledge of flight standards regulatory processes and requirements”).
Regulatory Consistency Communications Board	Sec. 224 of the bill directs Administrator to establish Regulatory Consistency Communications Board. FAA has already established (see Order 8000.70). Does the new law change anything?
FAA Safety Workforce Training Strategy	Sec. 231 of the bill directs Administrator to review and revise safety workforce training strategy to ensure, inter alia, it “seeks knowledge-sharing opportunities between the FAA and the aviation



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	industry in new technologies, equipment and systems, best practices, and other areas of interest related to safety oversight”.
FAA Workforce Review	Sec. 232 of the bill directs GAO to assess FAA Office of Aviation Safety workforce and training needs, including reviewing “safety inspector and aviation safety engineer hiring, training, and recurrent training requirements” and ways FAA can work with industry and labor to establish knowledge sharing opportunities.
Foreign Airworthiness Directives	Sec 242 of the bill amends 49 U.S.C. Sec. 44701(e) to allow Administrator to accept airworthiness directives from bilateral countries that are state of design, etc. May issue AD instead of accepting foreign AD. May accept foreign alternative means of compliance. Limited to ADs “involving safe operation of an aircraft.”
FAA Leadership Abroad	Sec. 243 of the bill directs the Administrator to promote U.S. aerospace safety standards abroad and to work with foreign governments to facilitate the acceptance of FAA approvals and standards internationally.
FAA Technical Training	Sec. 302 of the bill requires the FAA to establish an e-learning training pilot program in accordance with specific requirements. The pilot program ends one year after its creation, and upon its termination, the FAA is required to assess and establish or update an e-learning training program that incorporates lessons learned from the pilot program.
Safety Critical Staffing	Sec. 303 of the bill directs the DOT IG to conduct and complete an audit of the staffing model used by the FAA to determine the number of aviation safety inspectors that are needed to fulfill the mission of the FAA and adequately ensure aviation safety.
FAA and NTSB Review of General Aviation Safety	Sec. 308 of the bill directs the NTSB and FAA to study general aviation safety.
Engine Safety Review	Sec. 309 of the bill directs the Administrator to initiative a “call to action” on airline engine safety. Must include “review of regulations, guidance, and directives related to airline engine operation and maintenance and the oversight of those processes” and “a process for stakeholders, including “maintenance providers” to provide feedback and share best practices.
Part 135 Accident and Incident Data	Sec. 311 of the bill directs the Administrator to determine what, if any, additional data should be provided as part of an accident or incident notice.
Helicopter Fuel System Safety	Sec. 317 of the bill prohibits the operation of rotorcraft that do not comply with enumerated fuel system safety requirements.
Voluntary Reports of Operational of Maintenance Issues Related to Aviation Safety	Sec. 320 of the bill , <i>inter alia</i> , establishes the presumption that individuals voluntary report of an operational or maintenance issue related to aviation safety under an aviation safety action program meets the criteria for acceptance as a valid report under an ASAP.
GAO Report of FAA Enforcement Policy	Sec. 324 of the bill directs GAO to study the effectiveness of Order 8000.373 (Compliance Philosophy).



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Airline and Passenger Safety Report	Sec. 328 of the bill directs the Administrator to report to Congress on, inter alia, average age of commercial aircraft, impact of metal fatigue, contractor assisted maintenance of commercial aircraft and aging aircraft inspection.
Performance-Based Standards	Sec. 329 of the bill directs the Administrator to ensure that, to the maximum extent possible, “regulations, guidance and policies are issued in the form of performance-based standards, providing an equal or higher level of safety.”
Review of FAA’s Aviation Safety Information Analysis and Sharing System.	Sec. 331 of the bill directs the FAA to work with relevant aviation industry stakeholders to assess what, if any, improvements are needed to develop the predictive capability of the Aviation Safety Innovation Analysis and Sharing (ASIAS) system with regard to identifying precursors to accidents.
Safe Air Transportation of Lithium Cells and Batteries.	Sec. 333 of the 2018 FAA reauth bill (HR. 302) directs the DOT, in coordination with appropriate federal agencies, to carry out cooperative efforts to ensure shippers of lithium ion and lithium metal batteries for air transport comply with ICAO Technical Instructions and Hazardous Material Regulations in the United States and work with appropriate federal agencies and international partners to ensure enforcement of existing applicable regulations
Expansion of Pilot’s Bill of Rights.	Sec. 392 of the bill clarifies the notice requirements for FAA investigations of airmen; requires the FAA to release investigative reports related to orders; and mandates that the failure by the FAA to release such reports in the time required may be the basis for a motion to dismiss.
Notification of Reexamination of Certificate holders.	Sec. 393 of the bill requires the FAA to provide a notice before taking any action to reexamine an airman.
FAA Review and Reform	Sec. 511 of the bill requires the Administrator to submit a report on actions taken to address FAA reform opportunities in report directed by 2012 FAA reauth law and, within 18 months, complete a review of each FAA program, office and organization to identify, inter alia, “inefficient processes” and “ineffectual or outdated policies”.
FAA Performance Measures and Targets	Sec. 558 of the bill directs DOT to establish performance measures relating to the management of FAA.
FAA Workforce Review	Sec. 567 of the bill directs GAO to study, inter alia, FAA’s long-term workforce and training needs, skills and qualifications needed by FAA workforce, and opportunities to knowledge sharing between FAA and industry.
Repairman Certificates (ARSA requested directive)	Sec. 582 of the bill directs administrator to task ARAC with “making recommendations with respect to the regulatory and policy changes ... to allow a repairman certificate issued under section 65.101 of title 14, Code of Federal Regulations, to be portable from one employing certificate holder to another.” Administrator must take action “Administrator considers appropriate” within on year of receiving recommendations. Add to Sec. III when tasked.
Youth Access to American Jobs in Aviation Task Force	Sec. 602 of bill directs Administrator to establish Youth Access to American Jobs in Aviation Task Force. Task force shall include one repair station representative. CAK: Suggest we nominate BL.



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Women's Involvement in Aviation	Sec. 612 of the bill directs the Administrator to establish a Women in Aviation Advisory Board to include representatives from, <i>inter alia</i> , airlines and aerospace companies, aviation industry nonprofits and business associations and schools. Nominate Jennifer Weinbrecht? SM?
Aviation and Aerospace Workforce of the Future Study	Sec. 622 of the bill directs GAO to study, <i>inter alia</i> , current and future supply of aviation and aerospace workers, factors and barriers influencing supply, best practices for recruitment and retention.
Sense of Congress on Hiring Veterans.	Sec. 623 of the bill expresses the sense of Congress that the aviation industry, including certificate holders under parts 121, 135, and 145, should hire more of the Nation's veterans.
Part 147 Update	Sec. 624(a) of bill directs Administrator to issue final rule with 180 days of enactment to modernize training programs at part 147 schools. Sec. 624(b) directs Administrator to coordinate <i>inter alia</i> with "businesses" to develop and publish guidance or model curricula for AMT schools "to ensure workforce readiness for industry needs."
Aviation maintenance industry technical workforce GAO report (ARSA requested directive)	Sec. 624(e) of bill directs Comptroller General to conduct study on maintenance industry technical workers, including analysis of Standard Occupational Classification system, Federal employment classification, impact of regulations, recommendations on how FAA regs and policies could be improved, ways to improve coordination between business, schools and government, resources for training.
Maintenance workforce grant program (ARSA requested directive)	Sec. 625(a)(2) of bill directs DOT to establish aviation maintenance workforce development grant program. Authorized at \$5 million per year for FYs 2019 to 2023. Secretary shall consult "as appropriate", <i>inter alia</i> , with representatives of repair stations prior to selection grant applications.
Report on Most Wanted List Methodology	Sec. 1106 of the bill directs the NTSB to publish on a publicly available website of the Board and submit to appropriate committees of Congress a report on the methodology used to prioritize and select recommendations to be included by the Board in the Most Wanted List. Also directs GAO report.
Periodic Review of NTSB Safety Recommendations	Sec. 1111 of the bill directs the NTSB to complete a retrospective review of NTSB recommendations.
Securing Airport Worker Access Points	Sec. 1934 of the bill requires TSA to identify advanced technologies that will secure employee access to secure and sterile areas of the airport.
Airport Perimeter and Access Control Security	Sec. 1936 of the bill requires TSA to provide an update to the 2012 National Strategy for Airport Perimeter and Access Control Security (National Strategy).
International Security Standards	Sec. 1956 of the bill directs the TSA, in consultation with other federal agencies, to review security-related standards across the global aviation system.