

Federal Aviation Reauthorization Act of 2018 (H.R. 302)

Relevant Legislative Language

ARSA Priorities and Collaborative Efforts

Page 3 of 5



ARSA Priority	Activity	Subject	Bill Section and Description
2	Directive - FAA	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 FAA's Office of Aviation Safety to oversee and ensure the consistency of audit functions under the ODA program across the FAA.
2	Directive - FAA	Regulatory Consistency Communications Board	Sec. 224 of the bill directs Administrator to establish Regulatory Consistency Communications Board.
2	Directive - FAA	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."
2	Directive - FAA	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."
2	Directive - FAA	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 inter alia with "businesses" to develop and publish guidance or model curricula for AMT schools "to ensure workforce readiness for industry needs."
2	Directive – FAA	Helicopter Fuel System Safety	Sec. 317 of the bill prohibits the operation of rotorcraft that do not comply with enumerated fuel system safety requirements.
2	Directive – FAA	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.
2	Directive - TSA	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.
2	Panel - FAA	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.

Priority key: 1 ARSA provision, will directly impact repair stations or is integral to ARSA strategy.
 2 Likely to impact repair stations, other clients or ARSA effectiveness.
 3 Track and report as appropriate.

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Page 4 of 5



ARSA Priority	Activity	Subject	Bill Section and Description
2	Panel - FAA	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.
2	Panel - FAA	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.
2	SOC	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.
3	Directive - DOT	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
3	Directive - DOT	FAA Performance Measures and Targets	Sec. 558 of the bill directs DOT to establish performance measures relating to the management of FAA.
3	Directive - FAA	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.
3	Directive - FAA	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.
3	Directive - FAA	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.
3	Directive - FAA	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.
3	Directive - FAA	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.
3	Directive – TSA	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.

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