

2023

House FAA Reauthorization Bill

Sec. 101. Airport planning and development and noise compatibility planning and programs.

Increases airport funding from \$3.35 billion to \$4 billion for AIP each year until 2028.

Increases GA airport funding from \$670 million to \$1 billion per year.

\$34 million per year/ \$170 million over 5 years is designated for GA hangars (up to 5,000 sq ft)

\$34 million per year is also designated for transient ramp construction.

Sec. 201. Reexamination of pilots or certificate holders.

Requires the FAA to provide timely, written notification to an individual subject to a reexamination of an airman certificate.

Sec. 202. GAO review of Pilot's Bill of Rights.

Requires GAO review of implementation and application of the Pilots Bill of Rights.

Sec. 203. Expansion of BasicMed.

Increases the number of allowable passengers in a covered aircraft to 6 (up from 5).

Increases the allowable number of seats in a covered aircraft to 7 (up from 6)

Increases the maximum certificated takeoff weight of a covered aircraft to 12,500 pounds (up from 6,000 pounds).

Sec. 204. Data privacy.

An aircraft owner or operator may request the Administrator block the registration number and other similar identifiable data or information of their aircraft and may request to block information on the Civil Aviation Registry website.

Sec. 205. Prohibition on using ADS-B data to initiate an investigation.

FAA may not initiate an investigation (excluding criminal) of a person based exclusively on ADS-B data.

Sec. 206. Prohibition on N-Number profiteering.

Prohibits an individual from reserving an aircraft registration number without certifying they intend to use the number either immediately or for future use on an aircraft. Can transfer a number for the cost not to exceed the cost paid to reserve the number. Will also prevent bulk issuance of reserved registration numbers.

Sec. 207. Accountability for aircraft registration numbers.

Requires the Administrator to review the process for reserving aircraft registration numbers to ensure that such process offers equal opportunity for members of the public to obtain specific aircraft registration numbers.

Sec. 208. Timely resolution of investigations.

Requires FAA, not later than 2 years after the date of issuance of a letter of investigation to any person, to make a determination regarding such investigation and pursue subsequent action or close such investigation.

Sec. 209. Expansion of volunteer pilot organization definition.

Modifies the definition of a “volunteer pilot organization” to expand the scope of charitable transportation allowing reimbursement for fuel costs and airport fees attributed to a charitable flight operation.

Sec. 210. Charitable flight fuel reimbursement exemptions.

Validates reimbursement for fuel cost and airports fees shall be valid for 5 years with exceptions for failing to adhere.

Sec. 211. GAO report on charitable flights.

GAO review of charitable flights and their operations including reimbursement of fuel costs as well as petitions for exemption.

Sec. 212. All makes and models authorization.

This allows pilots to receive certification in experimental single-engine piston authorized aircraft and / or multiengine piston powered aircraft for all make models in which they qualify.

Sec. 221. ADS–B safety enhancement incentive program.

Establishes a rebate program to incentivize certain GA aircraft owners to install ADS-B technology.

Sec. 222. GAO report on ADS–B technology.

Requires GAO to conduct a study on ADS-B equipage and usage rates across the active GA fleet in the US.

Sec. 223. Protecting general aviation airports from FAA closure.

Allows closure of a grant obligated airport only if the sponsor gets fair market value for that property and then uses those funds exclusively for the development, improvement, or operation of a public airport by that sponsor.

Sec. 224. Ensuring safe landings during off-airport operations.

This provision would prevent future FAA enforcement actions as we saw in the Trent Palmer suspension of his license for conducting a low approach to assess landing conditions at an off-airport grass strip.

Sec. 225. Airport diagram terminology.

Ensure the clear and consistent use of terms to delineate the types of parking available to GA pilots and provide clarity for chart users. This would require full implementation of 3 GA parking labels to be applied to all airport diagrams.

Sec. 226. Alternative ADS-B technologies for use in certain small aircraft.

Publish an approved list of effective alternatives to ADS-B equipment for covered aircraft operating outside of Mode C veil airspace so that such aircraft may voluntarily broadcast positioning to other aircraft.

Sec. 227. Airshow safety team.

Establish an Airshow Safety Team focused exclusively on airshow and aerial event safety.

Sec. 228. Tower marking notice of proposed rulemaking.

FAA must report to Congress if the agency fails to issue a notice of proposed rulemaking.

Sec. 241. Aircraft registration validity during renewal.

An aircraft may be operated on or after the expiration date if the operator has aboard the aircraft documentation validating a renewal form has been submitted not yet approved or denied and is compliant maintenance, inspection, and any other requirements for the aircraft's airworthiness certificate.

Sec. 242. Temporary airman certificates.

An individual may obtain a temporary airman certificate from the Administrator while waiting for a permanent one.

Sec. 243. Flight instruction or testing.

Deems that certain individuals who provide flight instruction or testing are not operating an aircraft carrying persons or property for hire.

Sec. 244. Letter of deviation authority.

A flight instructor, registered owner, lessor, or lessee of a covered aircraft shall not be required to obtain a letter of deviation authority to allow, conduct, or receive flight training, checking, and testing in such aircraft.

Sec. 245. National coordination and oversight of designated pilot examiners.

Requires FAA to establish a program or office to provide national coordination and oversight of designated pilot examiners (DPEs).

Sec. 246. BasicMed for examiners administering tests or proficiency checks.

An examiner, such as a DPE, may administer a practical test or proficiency check if such examiner meets the BasicMed medical qualification requirements. Not later than 18 months after enactment FAA shall issue a final rule to update the regulation accordingly.

Sec. 247. Designee locator tool improvements.

Ensures that the designee locator search function of the public website of the Designee Management System has functionality to search for certain information such as DPEs and scheduling availability.

Sec. 248. Deadline to eliminate aircraft registration backlog.

Reduce and maintain aircraft registry and backlog of the registry to applications are processed, on average, no later than 10 business days after receipt.

Sec. 250. Logging flight time accrued in certain public aircraft.

FAA shall issue a final rule to include aircraft under the direct operational control of forestry and fire protection agencies.

Sec. 251. Flight instructor certificates.

Requires FAA to issue a final rule for “Removal of the Expiration Date on a Flight Instructor Certificate.” If FAA fails to complete the rulemaking, the flight instructor will have no expiration date and FAA may not enforce any regulations attributed to the renewal of the certificate.

Sec. 252. Consistency of policy application in flight standards and aircraft certification.

DOT IG shall audit Flight Standards and Aircraft Certification Services and personnel on the consistency of their interpretation of policies, orders, guidance, and regulations as well as their application of such.

Sec. 253. Application of policies, orders, and guidance.

Requires FAA to ensure consistency in the application of policies, orders, and guidance of the Administration by audits, updating policies, order, and guidance.

Sec. 254. Expansion of the regulatory consistency communications board.

Adds other FAA offices to the board.

Sec. 255. Exemption of fees for air traffic services.

Requires FAA to provide ATC services for multiday events including airshows where the average daily number of manned operations were 1,000 or greater in at least 1 of the preceding 3 years without collecting a fee for services.

Sec. 256. Modernization of special airworthiness certification rulemaking deadline.

Requires FAA to issue a final rule for the rulemaking activity titled Modernization of Special Airworthiness Certification (MOSAIC), published in Fall 2022.

Sec. 257. Termination of designees.

Requires FAA to update the Administration’s Designee Management Policy to ensure due process and increase transparency in FAA initiated terminations of designees.

Sec. 261. Required consultation with National Parks Overflights Advisory Group.

Requires consultation with the industry advisory group of the National Parks Air Tour Management Act to consider all advice, information, and recommendations provided by the advisory group to the Administrator and the Director.

Sec. 266. BasicMed in North America.

Requires FAA to facilitate the recognition of BasicMed with civil aviation authorities in Canada and such other foreign countries that the Administrator determines are appropriate.

Sec. 267. Eliminate aviation gasoline lead emissions.

FAA shall continue to partner with industry and other stakeholders to carry out EAGLE and facilitate the safe elimination of leaded aviation gasoline by piston-engine aircraft by the end of 2030 without adversely affecting the piston-engine aircraft fleet.

Sec. 301. Extension of aviation workforce development programs.

Increases the authorization of each grant program under Sec. 625 to \$15 million from FY24-FY26. AOPA received a \$500,000 grant for its high school aviation curriculum under this program.

Sec. 302. Improving aviation workforce development programs.

Increases the maximum award limit for all three workforce development programs to \$750,000 (up from \$500,000)

Sec. 303. National Center for the Advancement of Aerospace.

Establishes a national center to focus on key areas including aviation and aerospace STEM curriculum for students, aviation workforce development, and providing a critical forum for cross-disciplinary collaboration. **Authorizes funding at \$10 million for FY24, FY25 and FY26 and \$11 million for FY27 and FY28.**

Sec. 304. Cooperative Aviation Recruitment, Enrichment, and Employment Readiness Program.

Requires the Secretary of Transportation, **through the NCAA**, to establish an aviation workforce cooperative development program to be known as the Cooperative Aviation Recruitment, Enrichment, and Employment Readiness Program (CAREER). **The CAREER program is the successor to the Aviation Workforce Development Program and will be authorized at \$50 million for FY27 and FY28.**

Sec. 308. Establishing a comprehensive web-based aviation resource center.

Requires the FAA to partner with NCAA to establish a high-quality, web-based resource center that provides stream-lined public access to information sources and leverage FAA education, research, and partnership programs.

Sec. 312. Airman knowledge testing working group.

Requires FAA to task the Aviation Rulemaking Advisory Committee to establish a working group to review knowledge testing processes and procedures to improve the facilitation, administration, and accessibility of knowledge tests.

Sec. 321. Airman's medical bill of rights.

FAA shall develop a document detailing the rights of an individual before, during, and after a medical exam conducted by an Aviation Medical Examiner.

Sec. 328. Aeromedical Innovation and Modernization Working Group.

Establishes a working group to review and improve FAA's medical processes, policies, and procedures and make recommendations to ensure the timely and efficient certification of pilots. Requires the working group to assess the special issuance process, appropriateness of expanding the list of medical conditions an AME can issue, evaluate certain medications and treatments approved for use by pilots, and address ADHD, ADD, and mental health processes and policies.

Sec. 402. Revenue diversion penalty enhancement.

Doubles the civil penalty amount for revenue diversion.

Sec. 410. Fuel infrastructure.

Prioritizes the funding of fuel storage and delivery equipment.

Sec. 411. Apportionments.

Increases funding to GA airports to \$1 billion. Removed time limit for unclassified airports to be reclassified (eligible for AIP).

Sec. 414. Small Airport Fund.

Provides \$34 million of the small airport fund for GA hangars and \$34 million for transient ramps. This will provide \$170 million for GA Hangars up to 5,000 sq ft and \$170 million for construction of new GA transient parking ramps over the 5-year Authorization.

Sec. 424. Regulatory application. This section requires FAA to consider the extent to which communities in Alaska are not connected to the ground transportation system when administering AIP.

Sec. 431. Continued availability of aviation gasoline.

Directs the Secretary to ensure any fuel necessary for piston aircraft remains available at each airport that was selling it as of October 2018.

Sec. 510. Don Young Alaska Aviation Safety Initiative.

The objective is to work with Alaska's aviation stakeholders to improve safety. Also directs the FAA to ensure installation and operation of automated weather reporting systems and deploy visual weather observation systems while continuing to assess the state of weather camera systems.

Sec. 511. Continued oversight of FAA compliance program.

Conduct an annual agency-wide evaluation of the FAA's compliance program through FY 2028 to determine the effectiveness of the program.

Sec. 531. GAO study on expansion of the FAA weather camera program.

Requires GAO to conduct a study on the feasibility, benefits, and cost of expanding the FAA Weather Camera Program to locations in the US lacking weather camera services.

Sec. 534. Safety data analysis for aircraft without transponders.

Requires FAA to collect and analyze data in conjunction with the NTSB regarding accidents and incidents involving covered exempt aircraft that occurred within 30 nautical miles of an airport.

Sec. 606. Recreational operations of drone systems.

Requires that, other than exceptions provided by the FAA Administrator, recreational UAS are to be flown below 400 feet AGL and provides guidance on the operation of these UAS at designated fixed sites.

Sec. 609. Beyond visual line of sight rulemaking.

Directs the issuance of an NPRM establishing airworthiness and operational limitations for UAS operating beyond visual line of sight (BVLOS), below 400 feet AGL not later than 4 months after enactment of the Act.

Sec. 610. UAS traffic management.

Suggests that FAA could enter into agreements to provide testing and refinement of UAS traffic management (UTM), including defining standards and providing the authorization of qualified service providers.

Sec. 612. Electronic conspicuity study.

Requires GAO to conduct a study of the various technologies that may be used for electronic conspicuity of UAS that may operate below 500 feet AGL. This requires coordination with both UAS operators and vendors.

Sec. 627. Temporary flight restriction integrity.

Requires the Administrator, when issuing a TFR, to ensure there is a specific and articulatable safety or security basis for the size, scope, and duration of the TFR and immediately issue appropriate notices.

Sec. 743. Airspace access.

Requires the FAA Administrator, in coordination with the DOD Secretary, to conduct a review of the NAS – specifically special use airspace (SUA) and includes a requirement to improve access to certain airspace.