

Summary of Amendments Submitted to the Rules Committee for H.R. 2997 - 21st Century Aviation Innovation, Reform, and Reauthorization Act¹

Summaries Derived from Information Provided by Sponsors

Listed in Alphabetical Order

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Click on sponsor for amendment text

Beyer (VA)	#55	States that no amounts may be paid from the Treasury to pay directly or reimburse subsistence or lodging expenses of a Federal employee of official in the course of official Government travel or business at any hotel or property in which the President maintains a financial interest.
Beyer (VA)	#56	Authorizes the Secretary to waive requirements to qualify for AIP funds for soundproofing residential buildings if the Secretary determines a neighborhood has been subjected to increased noise levels as a result of NextGen.
Beyer (VA)	#57	Increases the Airport Improvement Program's set aside for noise mitigation from 35 to 40 percent.
Bonamici (OR)	#49	Creates the position of an Aviation Consumer Advocate within the Aviation Consumer Protection Division of the Department of Transportation.
Brat (VA)	#102	Eliminates the numerical limits on airports participating in the Airport Privatization Pilot Program.
Capuano (MA)	#31	Requires the Secretary to ensure that all applicable federal aircraft noise policies are followed when the Corporation submits proposals under section 90501(c), and requires the Corporation to make all reasonable efforts to work with communities, aircraft operators, airports, and interested parties to mitigate or reduce the effects of aircraft noise.
Cárdenas, Tony (CA)	#73	States that sense of Congress that the aviation industry should hire more of the Nation's veterans.
Cárdenas, Tony (CA)	#74	Establishes a program within DOT that gives awards to aviation industry businesses with outstanding records of hiring veterans. There is no monetary award and the program is paid for through application fees.
Cárdenas, Tony (CA)	#76	Calls for a study on the impact of overbooking policies of air carriers on the US economy, including effects on cost to passengers.
Cárdenas, Tony (CA)	#77	Requires that air carriers publish overbooking policies, baggage fees, and any other fees that may be incurred by passengers on their public website.

¹ aiR footnote: Copied 7/19/2017 from: <http://democrats.rules.house.gov/amendment-summary/summary-amendments-submitted-rules-committee-hr-2997-21st-century-aviation> (Highlights, footnotes and minor edits may have been added, but only to add analysis & clarification)

Castro (TX)	#38	Requires the Corporation created by the Act to disclose to Congress any time it enters into a lobbying contract.
Castro (TX)	#39	Ensures the Corporation created by the Act establishes post-employment lobbying restrictions for Directors, officers, agents, and employees of the Corporation.
Cicilline (RI)	#37	Requires air carriers to outline rebooking options, refunds, meals, and lodging to the public in instances where a customer's flight is diverted.
Cohen (TN)	#12	Prohibits directors and employees of the Corporation from holding any financial interests in an aviation enterprise and subject to federal ethics
Comstock (VA)	#108	LATE Clarifies that the FAA has the authority to issue or update insurance requirements associated with any issued launch license to address the full range of public property involved in a launch or reentry.
Comstock (VA)	#109	LATE States that with respect to flight operations at DCA, the amendment prohibits the Secretary of Transportation from expanding the perimeter, granting additional exemptions, or authorizing the transfer or exchange of existing exemptions.
Comstock (VA)	#110	LATE Requires a study on possible funding options for a potential federal grant program for spaceport activities. Requires a report on a National Spaceports Policy which evaluates the national security and civil space launch demands; proposes policies designed to ensure a robust and resilient orbital and suborbital spaceport infrastructure; reviews the development and investments made by international competitors; and other items. Establishes an Office of Spaceports within the FAA to support, promote, and enable infrastructure improvements at FAA-licensed spaceports in the U.S.
Cuellar (TX), Hurd (TX), Farenthold (TX), Smith, Lamar (TX), Doggett (TX), Castro (TX)	#88	To directly connect military medical facilities to Washington, DC
Davis, Susan (CA)	#61	SECOND DEGREE Instructs GAO to study the impact of avoidable airline delays on climate change.
Davis, Susan (CA)	#62	Instructs the GAO to study the impact of rising global temperatures on airline delays, including those caused by overheated runways and air that is too thin for aircraft flights.
Davis, Susan (CA)	#63	Instructs the FAA to address the issue of recreational drones interfering with emergency response to natural disasters, especially wildfires.
DeFazio (OR), Nadler (NY)	#22	Requires the private air traffic control corporation to pay fair market value for the transfer of assets (including real property) from the Federal Aviation Administration; and requires the corporation to return to the U.S. Treasury the proceeds of any sales of property or equipment within the first three years of the corporation.

DeFazio (OR), Larsen, Rick (WA)	#23	Strikes air traffic control privatization (title II) and inserts H.R. 2800, the “Aviation Funding Stability Act”, which provides a stable, predictable aviation funding stream by taking the Airport and Airway Trust Fund off budget; institutes Federal Aviation Administration procurement and personnel reform; and authorizes funds to rebuild and modernize aging air traffic control facilities across the United States.
DeGette (CO), Simpson (ID)	#104	Limits FAA regulation of non-federally sponsored property to facilitate airports’ ability to generate non-aeronautical revenue.
Delaney (MD)	#33	Requires GSA to determine a purchase price for the assets transferred to the new Corporation and for Treasury to hold those funds in a reserve fund that could be used to make loans to the Corporation in the event of insolvency. After 10 years, if the Corporation has reached an appropriate level of creditworthiness, Treasury could transfer any assets in the reserve fund to the general fund.
Delaney (MD)	#34	Ensures that the Essential Air Service receives its fully authorized funding.
Delaney (MD)	#35	Allows the President to temporarily take control of the ATC Corporation in the case of a national emergency or in the case of the insolvency of the Corporation.
Denham (CA)	#103	Ensures Congressional intent of the Federal Aviation Administration Authorization Act of 1994 for motor carrier regulations.
DeSaulnier (CA)	#107	Requires the Secretary of Transportation to develop a customer satisfaction survey on the aviation passenger experience.
Doggett (TX)	#91	Requires the Secretary of Transportation to modify regulations to include commercial balloon operators in line with recommendations made by NTSB in A-14-011-012.
Doggett (TX)	#92	Requires second-class medical certifications for operators of an air balloon.
Espaillat (NY)	#44	Requires the Secretary of Transportation to issue regulations to ensure that airports provide equal access to all forms of ground transportation accessing the airport; and charge all forms of ground transportation providers equal rates for airport access.
Estes, Ron (KS)	#13	Sunsets the provisions of Title II three years after enactment unless reauthorized by an Act of Congress.
Estes, Ron (KS)	#14	Requires the Corporation to reimburse the Secretary for all transfers of licenses, patents, software rights, and real and personal property, including air navigation facilities, within five years of enactment. The funds would be deposited with the Treasury and used for deficit reduction.
Farenthold (TX)	#19	Repeals completely the DCA perimeter rule.
Jayapal (WA)	#68	Directs the FAA Administrator to conduct a study on the infrastructure needs of fast-growing airports.

Jayapal (WA)	#69	Creates an FAA Community Ombudsman for each region of the FAA to serve as a liaison related to impact of aircraft noise, pollution, and safety; make recommendations based on the concerns raised by the community; and periodically report to Congress on issues raised and recommendations provided.
Jayapal (WA)	#70	Creates a 'designated noise representative' among the staff of each regional office of the Air Traffic Organization to ensure that each community with a large airport is aware of new flight paths, significant flight path changes to existing paths, and has an opportunity to discuss flight path changes with the FAA.
Jayapal (WA), Krishnamoorthi (IL)	#71	Adds the city of Seattle along with providing the FAA Administrator with additional flexibility in identifying communities for study on the potential health impacts of overflight noise.
Jenkins, Evan (WV), Mooney (WV), McKinley (WV)	#3	Requires the Secretary of Transportation to submit progress reports to Congress regarding the award of a runway safety repair grant authorized under section 47144 of title 49, United States Code.
Johnson, Eddie Bernice (TX)	#64	Caps the American Air Navigation Services Corporation's CEO salary at an amount not to exceed that of the President of the United States.
Johnson, Eddie Bernice (TX)	#90	Directs the Aviation Rulemaking Advisory Committee to evaluate and issue recommendations on the portability of repairman certificates. Directs the FAA Administrator to take appropriate action in response to those recommendations.
Krishnamoorthi (IL)	#18	Adds "economic impacts" to the study on the effects of airport noise on communities near busy airports.
Lance (NJ)	#36	Directs the Comptroller General to assess the economic effects of Temporary Flight Restrictions and recommend steps to mitigate identified negative economic effects on airports or aviation-related businesses.
Langevin (RI)	#66	Ensures passengers with disabilities receive timely and effective assistance at the airport and on the aircraft. Personnel providing physical assistance to passengers with disabilities would be required to receive hands on training to perform assistance and use any needed equipment.
Langevin (RI)	#67	Ensures that those passengers with disabilities receive priority access to bulkhead seating to accommodate their needs, regardless of class of ticket purchased.
Langevin (RI)	#98	Creates a new "Runway Exclusion Zone" to ban the unsafe use of unmanned aircraft which interfere with passenger aircraft near airports.
Lawrence (MI)	#30	Establishes procedures and standards that facilitate the safe operation of unmanned aircraft systems by institutions of higher education, including faculty, staff and students.

Lieu (CA)	#65	Requires a report from the Comptroller General evaluating the impacts of extreme temperatures and weather events on flight schedules and airport infrastructure.
Lieu (CA)	#89	Requires a report from the Comptroller General evaluating the health and environmental impacts of greenhouse gas emissions from aircrafts as well as the impact of NextGen implementation on aircraft emissions.
Lipinski (IL)	#94	Reforms the FAA's Voluntary Airport Low Emissions and Zero Emissions Vehicle programs. Establishes a zero-emission technology development program for airports and enables academia and non-profit organization to lend technical assistant to grantees.
Lipinski (IL)	#95	Directs FAA to carry out research and development of airfield pavement technologies that extend the life of airfield pavement to increase cost effectiveness and durability.
Lipinski (IL)	#96	Directs a DOT rulemaking to require airlines to interline and provide accommodations to passengers who are displaced due to events within an airline's control.
Lipinski (IL)	#97	Directs a GAO study on airline computer network architectures, operationally critical functions, and resiliency.
LoBiondo (NJ)	#21	States that critical operational laboratories and facilities of the William J. Hughes Technical Center as expected during a Government shutdown or emergency.
Lowenthal (CA), Napolitano (CA), Garamendi (CA), Huffman (CA)	#27	Grandfathers in current voter approved sales taxes from a recent FAA rule which restricts revenues from taxes applied to aviation fuel to only go to airports. Further clarifies the rule so that funds may also be reinvested in transportation projects.
Lynch (MA)	#4	Strengthens the required study on the health impacts of airplane flights on residents exposed to a range of noise and air pollution levels from such flights by requiring that the study focuses on residents in at least five metropolitan areas rather than at least one. Includes additional health impacts, such as asthma exacerbation and stress, that are attributable to noise exposure from aircraft flights within the scope of the study. Requires submission of the study to the FAA Administrator not later than two years rather than three.

Lynch (MA)	#5	Directs the FAA Administrator to identify and facilitate opportunities to develop and execute memoranda of understanding between the FAA and state and local authorities that operate airports to reduce the overflight noise impacts of aircraft operations resulting from the implementation of NextGen precision-based Performance Based Navigation (PBN) procedures, including RNAV. Such memoranda would be based on the innovative memorandum of understanding executed between the FAA and the Massachusetts Port Authority to analyze noise reduction opportunities through changes to PBN procedures.
Lynch (MA)	#6	Directs the FAA Administrator to engage and cooperate with air carriers to identify and facilitate opportunities for air carriers to retrofit aircraft with devices that mitigate noise, including vortex generators.
Lynch (MA)	#7	Directs Regional FAA Administrators to conduct public forums within affected local communities in their region every 90 days to address concerns regarding the logistical, environmental, and health impacts of aircraft overflight noise. Requires Regional FAA Administrators to provide public notice of such public forums at least 30 days prior to a forum.
Lynch (MA)	#8	Stops unnecessary national security risks posed by the use of anonymous and opaque ownership of aircraft registered with Federal Aviation Administration (FAA) by requiring beneficial ownership reporting for FAA aircraft registration.
Lynch (MA)	#9	Provides that when proposing a new area navigation departure procedure or amending an existing procedure that would direct aircraft between the surface and 6,000 feet above ground level over noise sensitive areas, the FAA Administrator shall also consider the feasibility of additional alternatives in order to address community noise concerns. Such alternatives include thrust and speed management modification for departures, late turn arrival path procedures, early turn modifications, and waypoint relocation.
Lynch (MA)	#10	Provides that when proposing a new area navigation departure procedure or amending an existing procedure that would direct aircraft between the surface and 6,000 feet above ground level over noise sensitive areas, the FAA Administrator shall, in order to address community noise concerns, also consider the feasibility of runway configurations and flight paths that maximize departures and arrivals over water, rather than land, for airports located in coastal communities.
Lynch (MA)	#50	Requires the Health and Medicine Division of the National Academies of Sciences, Engineering, and Medicine, within 30 days of enactment, to convene a committee of experts in health and environmental science to examine the various health impacts of air traffic noise and pollution and prepare and issue a corresponding Expert Consensus Report that sets forth current scientific knowledge relating to the various health impacts of air traffic noise and pollution.

Lynch (MA)	#51	Establishes a Regional Aircraft Noise Ombudsman in each FAA region to enhance agency responsiveness to public concerns regarding aircraft noise.
McMorris Rodgers (WA), Young, David (IA)	#85	Prohibits the elimination of the Contract Weather Observer program through 2023.
McMorris Rodgers (WA)	#86	Exempts Airports with more than 25,000 passenger enplanements in calendar year 2014 from any cost-share requirements under the contract tower program.
McMorris Rodgers (WA)	#87	States that 1 year after the date of transfer of the American Air Navigation Services Corporation a report shall be provided to Congress on the impact of the charges and fees collected by the Corporation on consumers.
Meng (NY)	#72	Makes it an unfair or deceptive practice to: (1) materially change the terms of a frequent flyer program without first providing reasonable notice to consumers, or (2) unfairly reduce or eliminate benefits earned by a member of a frequent flyer program.
Meng (NY)	#75	Requires GAO to submit a report to Congress reviewing airlines’ training policies for employees and contractors regarding racial, ethnic, and religious nondiscrimination, and requires the Secretary of Transportation to develop and disseminate best practices based upon the findings of the report.
Meng (NY)	#78	Requires the Secretary to issue a rule creating designated areas at airports at which pets and service animals travelling with their owners may relieve themselves.
Meng (NY)	#79	Extends to all common carriers the requirement that baggage fees be returned to customers whose bags have been lost or delayed – a requirement imposed upon airlines by section 2305 of the “FAA Extension, Safety, and Security Act of 2016”.
Meng (NY)	#80	Prohibits the practice of overbooking airline flights.
Meng (NY)	#81	Prohibits the revocation of round trip return travel if a passenger fails to use the departure portion of a round trip travel ticket.
Meng (NY)	#82	Permits the Secretary to carry out an aircraft noise, emission, and fuel burn reduction research and development program (CLEEN II).
Meng (NY)	#105	Requires the Administrator to hold a community meeting to present the reasons why alternatives proposed by local stakeholders to FAA-proposed changes to departure procedures were not adopted.
Meng (NY)	#106	Requires the Administrator to also address community concerns when proposing changes to existing arrival procedures for aircraft – currently the bill only requires this to be done for changes to departure procedures.
Moore, Gwen (WI)	#15	Requires the FAA to assess the effectiveness of and compliance with its longstanding prompt payment requirements. The amendment would also require airports to track and report such complaints to the FAA.

Moore, Gwen (WI)	#16	Requires those seeking to implement a Passenger Facility Charge to describe in their application their good faith efforts to contract with disadvantaged business enterprises and to ensure that all small businesses, including those owned by veterans, will be able to compete for work funded with PFC revenues.
Moore, Gwen (WI)	#17	Implements recommendations made by the Department of Transportation's Inspector General in reports required by section 140 of the FAA Modernization Act of 2012 to improve the FAA's Disadvantaged Business Enterprise program and extend the authority for regular reports and audits by the IG.
Moore, Gwen (WI)	#99	Establishes a pilot program to allow recipients of FAA grants to use local and geographic hiring preference contract requirements, including for veterans. Such provisions, which some recipients of federal grants already have for locally funded projects, are intended to ensure that the communities in which the projects are located benefit from the jobs that result from these funding investments, particularly for workers in low income areas.
Nolan (MN)	#28	Preserves and ensures mandatory funding for the Essential Air Service program.
Norton (DC)	#11	Requires the private ATC corporate board to include 2 directors from nonprofit public interest groups with expertise in consumer protection to represent the interest of air travelers and to limit the number of directors who represent the passenger air carriers.
Panetta (CA)	#48	Directs the FAA to conduct a study of a pilot program under which actual noise sampling would be conducted to determine a Day Night Level average sound level standard.
Perlmutter (CO), Polis (CO)	#54	Requires all newly manufactured helicopters within one year to meet recommendations from the FAA's Rotorcraft Occupant Protection Working Group to improve helicopter fuel system crash resistance.
Polis (CO), Speier (CA), Nadler (NY)	#20	Allows unaccompanied minors to have a family caregiver escort them through security to their gate; Allows pregnant women to pre-board and ensures airlines include pregnant women in their nondiscrimination policies; Ensures that children under 13 can sit next to their parents on planes (as practicable); Requires a GAO study on health impacts of individuals on delayed flights due to items such as temperature, access to water, etc.
Posey (FL)	#84	Instructs the FAA to work with the Corporation and other necessary entities to protect air traffic control operations in the event of a technology failure.
Posey (FL)	#93	Directs the FAA Administrator to allow experimental aircraft to fly for compensation from FAA licensed spaceports for the purpose of training related to spaceflight activities or testing of spaceflight hardware.
Rohrabacher (CA)	#40	Ensures that aircraft transitioning from flight over the ocean to flight over land within the Southern California Metroplex fly at no lower altitude than necessary to provide for safe flight operations.

Rohrabacher (CA)	#41	Establishes priorities of safety, community concerns, and efficiency, in that order, when the FAA analyzes changes to procedures or operations.
Rosen (NV)	#58	Strikes section of the bill that allows airlines to obscure mandatory fees and taxes on their websites by advertising pre-tax, pre-fee fares on one page, and then separately notifying customers of applicable taxes and fees elsewhere on the site.
Rosen (NV)	#59	Prohibits the imposition on passengers of fees not reasonably related to the costs incurred by airlines.
Rosen (NV)	#60	Bars airlines from prohibiting a ticketed passenger from boarding a flight if he or she is present at the gate when general boarding begins, unless there is a valid safety or security reason.
Russell (OK)	#111	LATE States that the Corporation established by this Act may not receive any appropriations after September 30, 2020.
Russell (OK)	#112	LATE Supports modernization of air traffic control by ensuring progress on Nextgen priorities.
Russell (OK)	#113	LATE Gives authority to the President to override Board decisions on the grounds of national security, public safety, or economic security.
Russell (OK)	#114	LATE Requires the Corporation to lease existing air traffic control assets.
Russell (OK)	#115	LATE Adds representatives from the Department of Defense, Central Intelligence Agency, National Security Agency, and Department of Homeland Security to the Board. This amendment creates three new Board spots.
Russell (OK)	#116	LATE Requires the Corporation to pay for any equipment needed for interoperability to allow the Department of Defense to operate in the National Airspace.
Schakowsky (IL), Nolan (MN), Chu (CA), Krishnamoorthi (IL), Moore, Gwen (WI)	#100	Modifies Section 506 to make involuntary bumping of airline passengers an unfair or deceptive practice. Strikes Section 510.
Schiff (CA)	#42	Directs FAA to establish a program to utilize available remote detection and identification technologies for safety oversight, including enforcement actions against operators of unmanned aircraft systems that are not in compliance with applicable Federal aviation laws, including regulations. Requires annual reporting by FAA to Congress to report the number of drones entering restricted airspace, the number of enforcement cases brought by FAA or other agencies, and recommendations by FAA for detection and mitigation systems.

Schiff (CA) , Lowenthal (CA) , Sires (NJ) , Payne, Jr. (NJ) , Suozzi (NY)	#43	Requires FAA to regulate helicopter operations above Los Angeles County, California, Hudson County, New Jersey, Queens County, New York, and Nassau County, New York
Soto (FL)	#46	Expresses a sense of Congress that the Secretary of Transportation and the Secretary of Agriculture should, in coordination and consultation with the World Health Organization, develop a framework and guidance for the use of safe, effective, and nontoxic means of preventing the transportation of disease-carrying mosquitoes and other insects on commercial aircraft.
Soto (FL)	#47	Requires sinks or sanitizing equipment to be provided in any Mothers' rooms at airports.
Speier (CA) , Lieu (CA)	#24	Allows homeowners to receive assistance for noise mitigation products or services under RSIP if they had previously received services or products, but those products need repair, as long as the warranty is no longer valid.
Speier (CA)	#25	Requires a GAO report studying: (1) whether air traffic controllers are trained and evaluated on noise and health impact mitigation in addition to flight safety and efficiency; and (2) the prevalence of vectoring flights due to over-crowded arrival paths, and alternatives to this practice.
Speier (CA) , Eshoo (CA) , Lieu (CA)	#26	Requires the FAA to update its mission statement to include safety as the first priority, and efficiency and the minimization of noise, health, and environmental impacts as the next priorities.
Swalwell (CA)	#32	Increases from \$5 million to \$7.5 million, providing what is largely an inflation adjustment, funds made available for a program authorized in the year 2000 to test and evaluate systems for aircraft and airport security.
Taylor (VA) , Scott, Bobby (VA)	#29	Encourages the Administrator of the Federal Aviation Administration to complete an environmental impact statement (EIS) in accordance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) on behalf of any airport designated as a primary small hub airport that has had at least 2 environmental impact states terminated before completion.
Thompson, Mike (CA)	#1	Establishes certain protections for airline passengers, including requiring airlines to plainly disclose the rights and responsibilities of their passengers, requiring the FAA to develop and promulgate equipment standards for aircraft bathrooms and seats, and clarify the circumstances in which air carriers are considered responsible for delays or cancellations.
Trott (MI)	#53	Directs the Secretary of Transportation to take the necessary actions to change the airport code for Oakland County International Airport, located in Oakland County, Michigan, to "OCI."
Turner (OH)	#2	Prohibits an airline from forcing passengers off of an oversold flight to make room for the airline's flight crew.

Westerman (AR), Lipinski (IL)	#101	Applies Quality Based Selection standards to any project that uses Airport Infrastructure Program funds during the construction period.
Young, Don (AK)	#52	Instructs the Department of Transportation to enter into an agreement with the American Air Navigation Services Corporation to facilitate the continued collection of Overflight Fees, not at the expense of taxpayers, necessary to fund the Essential Air Service program. This amendment also sets the amount of discretionary funds for the Essential Air Service program at \$185,000,000 until 2023.
Young, David (IA)	#83	Seeks to identify ways to strengthen human trafficking training for airline personnel by asking FAA (with DHS) to submit additional information to Congress. Industry leaders have shared in-person training and oversight of airline personnel is needed to improve training and identifying possible victims of trafficking.
Zeldin (NY)	#45	Requires the FAA administrator to review the North Shore Helicopter Route (subpart H part 93, title 14 CFR) to address the noise impact on affected communities, to improve altitude enforcement, and to assess alternatives including an all water route over the Atlantic Ocean.