

AMENDMENTS FILED IN THE U.S. SENATE TO H.R. 636, THE LEGISLATIVE VEHICLE FOR THE F.A.A. REAUTHORIZATION BILL

All amendments should be presumed to be drafted to amend the text of Thune-Nelson substitute amendment #3464 unless otherwise noted. Text of amendments 3458 and 3459 as filed is [here](#). Text of amendments 3460 through 3517 as filed is [here](#). Text of amendments 3518 through 3564 as filed is [here](#). Text of amendments 3565 through 3639 as filed is [here](#). Text of amendments 3640 through 3683 as filed is [here](#).

Casey #3458 striking section 5010 and replacing it with a requirement that the FAA issue an order requiring installation of secondary cockpit barriers on all aircraft manufactured for delivery to a U.S. passenger carrier. *Agreed to, as modified, on April 7, 2016 by voice vote. (Text of the amendment as modified is on page S1785 [here](#).)*

Casey #3459 striking section 5010 and replacing it with a requirement that all “covered aircraft” (with more than 75 seats and weighing more than 75,000 pounds) increase their cockpit barrier protections.

Gardner #3460 requiring the FAA to consider the operational history of the person in its risk-based approach to drones in the §44806(e)(a) proposed to be added by sec. 2127. *Offered on April 6, 2016 but fell when Thune #3464 was tabled on April 12.*

Thune #3461 replacing the text of sec. 4165 (ADS-B mandate assessment) by striking the “findings” subsection.

Thune #3462 making what appear to be technical corrections to sec. 3104 (needs of families of passengers involved in aircraft accidents).

Thune #3463 adding nuclear facilities to the list of areas of potential drone restriction in sec. 2154(b) (applications for designation).

Thune-Nelson #3464 in the nature of a substitute to H.R. 636 consisting of the text of S. 2658 as amended and ordered reported by the Senate Commerce Committee. The page and line numbers in [this version](#) should be used instead of the version printed in the *Congressional Record*, since most other amendments refer to those page and line numbers. *Offered on April 6, 2016 and amended by 19 amendments but then **tabled by voice vote** on April 12, 2016.*

Gardner #3465 adding a new section (“Railroad purpose”) amending 49 U.S.C. §24202 relating to railroad right-of-way grants.

Gardner #3466 adding a new section prohibiting the use of U.S. airspace for transfer of Guantanamo Bay detainees to the U.S.

Markey #3467 adding a new section requiring that all airline change/cancellation fees, baggage fees, or other fees must be “reasonable and proportional to the costs incurred by the air carrier”. (This amendment was offered in the Commerce markup and failed by a tie vote of 12 yeas, 12 nays.)

Markey #3468 amending sec. 5029 to require airlines and manufacturers to report any cyberattacks to the FAA and for the FAA to make annual reports to the FAA on such cyberattacks.

Markey #3469 amending sec. 5029 to incorporate cybersecurity requirements into the requirements for obtaining an air carrier operating certificate or production certificate under chapter 447.

Markey #3470 amending sec. 5029 to make the Commercial Aviation Communications Safety and Security Leadership Group responsible for evaluating the cybersecurity vulnerabilities of broadband wireless designed for use on aircraft.

Markey #3471 requiring commercial UAS in the registry established by sec. 2106 to meet the disclosure requirements of sec. 2106(b)(7).

Markey #3472 amending sec. 2152 (federal preemption) to clarify that nothing in that subtitle preempts any state or local privacy law related to UAS.

Markey #3473 amending sec. 2106(a) to strike the phrase “to the extent practicable and consistent with international law and without compromising national security, homeland defense, or law enforcement” from the requirement to establish a UAS database but to add an exemption for immediate danger of death or serious injury or a national security interest to the section.

Nelson #3474 adding a new section requiring the FAA to revised its airworthiness certification rules to include assurances for avionics cybersecurity.

Cassidy #3475 amending the Internal Revenue Code to change the natural gas equivalent tax rate for Inland Waterways Trust Fund taxes.

Cassidy #3476 adding a new section to allow Stage 2 aircraft to take off and land at a certain airport, notwithstanding the regular noise regulations. (Presumably this airport is in Louisiana.) **Agreed to, as modified, by voice vote on April 11, 2016.** *(The text of the amendment as modified is [here](#).)*

Heitkamp #3477 amending sec. 2128 to require DOT to issue guidance with respect to allowing a UAS owned or operated by a Federal agency to assist law enforcement activities in situations where a certificate of authorization does not apply.

Heitkamp #3478 amending sec. 2127 to allow the FAA to give sec. 332 exemptions to UAS that have been deemed air worthy by governments with which the U.S. has a bilateral airworthiness agreement.

Heitkamp #3479 amending sec. 2122 to allow UAS test sites to test dedicated frequency spectrum for commercial UAS.

Isakson #3480 adding a new section amending the Internal Revenue Code to extend the tax credit for production from advanced nuclear power facilities.

Blunt #3481 amending 49 U.S.C. §40116(d)(2)(A) to prohibit states or local governments from levying new taxes or charges on any business located at a commercial service airport or operating as a permittee of such airport that is not

generally imposed by the state or local government, unless wholly used for airport or aeronautical purposes.

Heinrich #3482 adding a new sec. 5032 reauthorizing the VIPR teams in the 9/11 Commission Act of 2007 and adding a new sec. 5033 requiring law enforcement training for mass casualty and active shooter incidents and adding a new sec. 5034 authorizing TSA to enhance the security and preparedness of the non-secure areas of eligible airports and surface transportation systems. **Agreed to, as modified, on April 7, 2016 by a roll call vote of 91 yeas, 5 nays.** (Roll call is [here](#) and text of the amendment as modified is [here](#).)

Schumer #3483 adding a new sec. 3124 directing the FAA to place a moratorium on further reductions of aircraft seat size, width, padding, pitch, or legroom, or any further reductions on aisle width, until the FAA is able to prescribe minimum regulations in that regard (after consulting with OSHA, CDC, passenger advocacy organizations, physicians, and ergonomic engineers). **Rejected by a roll call vote of 42 yeas, 54 nays on April 7, 2016.** (Roll call is [here](#).)

Bennet #3484, the “Carbon Capture Improvement Act.”

Booker #3485 adding a new sec. 1305 to establish new disadvantaged business enterprise contracting opportunities at airports.

Booker #3486 adding a new sec. 2506 requiring TSA to recommend an appropriate number of screeners necessary to conduct security screening at primary airports.

Booker #3487 adding a new sec. 1226 defining “small business concern” in 49 U.S.C. §47113 as the term in section 3 of the Small Business Act.

Cantwell #3488 adding a new section directing the Director of National Intelligence to develop an information sharing process for the TIDE and TSDB terrorist databases so that the information can be shared with the visa waiver program.

Boxer #3489 directing DOT to modify the final January 2012 flight crew duty and rest requirements rule so that the rules also apply to flight crews of all-cargo airlines.

Cantwell #3490 striking section 5009 (which currently requires a GAO study of assaults on airline employees) and replacing it with an amendment to 49 U.S.C. §46503 making it a federal felony to assault air carrier customer representatives in airports. **Offered on April 7, 2016.**

Alexander #3491 amending sec. 3122 to make it mandatory for DOT to issue rules prohibiting voice cell phone usage on aircraft. (As the section is currently written, it gives DOT the option of issuing such rules.)

Inhofe #3492 amending sec. 2126 to require the FAA to establish a process to allow beyond-line-of-sight UAS usage related to pipeline safety and protection. **Agreed to, as modified, by voice vote on April 11, 2016.** (The text of the amendment as modified is [here](#).)

Inhofe #3493 adding new sec. 5032 providing legal liability protection for volunteer pilots who fly for the public benefit.

Whitehouse #3494 adding a new “Drone Operator Safety Act” as a new Part IV of Subtitle A of Title II of the bill. The amendment makes it a federal crime to operate a UAS “intentionally or recklessly...in a manner that interferes with, or disrupts the operation of, an aircraft carrying 1 or more occupants...in a manner that poses an imminent safety hazard to such occupants” to be punished with a fine and up to 1 year in prison. Such unsafe UAS operation that leads to bodily injury or death can be punished with up to life in federal prison. The amendment defines intentionally reckless operation to include operation within a runway exclusion zone.

Heller #3495 adding a new section making FAA UAS occupations subject to veterans preferences. *Agreed to on April 7, 2016 by voice vote.*

Heller #3496 adding a new section directing FAA, in consultation with DHS, to develop policies with respect to inter-agency communication in the event of a terrorist attack in a foreign country.

Manchin #3497 adding a new section relating to health benefits for retired coal miners.

Nelson #3498 adding a new section amending 49 U.S.C. §41705(c) to require the Secretary to refer certain discrimination complaints to the Justice Department.

Wyden #3499 adding a new sec. 2405 directing the FAA to review heads-up guidance system displays. *Agreed to, as modified, on April 7, 2016 by voice vote. (The text of the amendment as modified is on page S1801 [here](#).)*

Hoeven #3500 amending sec. 2122 to extend the sunset of the UAS test site program from September 30, 2017 to September 30, 2022. *Agreed to by voice vote on April 11, 2016.*

Reid #3501 adding a new sec. 5032 to expand the Port of Entry Partnership Pilot Program.

Reid #3502 making what purport to be technical corrections to the Lake Tahoe Bi-State MPO established by the FAST Act in 49 U.S.C. §5303(r).

Klobuchar #3503 adding a new sec. 2405 to allow state DOTs to carry out construction projects without an aeronautical study under section 77.27 of 14 CFR if the state is qualified and complies with FAA standards.

Klobuchar #3504 adding a new sec. 4209 to classify the FAA’s Oklahoma City registry office as exempt from federal shutdowns.

Tester #3505 adding a new section requiring a GAO study of the universal deployment of advanced imaging technologies. *Agreed to on April 7, 2016 by voice vote.*

Tester #3506 adding a new section requiring all TSA screening operations to utilize advanced screening technologies starting in FY 2019.

Heller #3507 to expand the Port of Entry Partnership Pilot Program.

Collins #3508 amending sec. 1219 to direct the FAA to identify the process by which it analyzes the safety hazards associated with elimination of the contract

weather observer program and to prohibit FAA from discontinuing the program before October 1, 2017. *Agreed to on April 7, 2016 by voice vote.*

Schumer #3509 striking section 3205 of the bill (working group on small community air service).

Schumer #3510 striking section 3205 of the bill (working group on small community air service) and replacing it with new language requiring pilots to be included in the group and to add a rule of construction that nothing in the section supports weakening pilot qualifications as in effect on the date of enactment.

Kirk #3511 adding a new sec. 5032 directing TSA to train bomb-sniffing dog teams to assist TSA screening at airports.

Thune-Nelson #3512 adding a new title to the bill, “Transportation Security and Terrorism Prevention” incorporating versions of [S. 2361](#), the Airport Security Enhancement and Oversight Act, [H.R. 2843](#), the TSA PreCheck Expansion Act, and [H.R. 4698](#), the Securing Aviation from Foreign Entry Points and Guarding Airports Through Enhanced Security Act, as well as a new requirement for TSA to establish an international training and capacity development program and to request the Aviation Security Advisory Committee to develop recommendations for more efficient and effective passenger screening processes, including “curb to curb.” *Agreed to, as modified, on April 7, 2016 by a roll call vote of 85 yeas, 10 nays. (Roll call is [here](#) and text of amendment as modified is [here](#).)*

Shaheen #3513 amending sec. 2134 to make the penalty for operating an aircraft so as to interfere with firefighting, law enforcement or emergency response activities to be up to 5 years in prison.

Murphy #3514 adding a new sec. 5032 expressing the sense of Congress on women in aviation.

Murphy #3515 adding a new sec. 5032 directing FAA to exercise leadership in reducing greenhouse gas emissions by aircraft.

Cornyn #3516 adding a new title, the Cross-Border Trade Enhancement Act.

Bennet #3517 amending sec. 1222 to require a GAO study of airport lactation areas and adding a new section directing the FAA to establish a working group to examine policies relating to the traveling needs of families and pregnant women.

Paul #3518 adding a new subtitle to title II, the “Arm All Pilots Act,” which would expand the Federal Flight Deck Officer program by increasing the number of FFDO training facilities, allowing FFDOs to carry their weapons on international flights and when traveling between their home and duty assignments, preventing the FAA from establishing physical or medical standards for FFDOs that are more strict than the standards for airman certificates, allowing former FFDOs to resume active status easily, allowing FFDOs access through the Known Crew Member Program, and giving airlines that have a FFDO 100 percent of their flights a 10 percent rebate of the passenger aviation security fees the airline collects under 49 U.S.C. §44940(a)(1).

Tester #3519 amending sec. 1220 to extend the grandfather rule in 49 U.S.C. §47109(c)(2) to include non-primary commercial service airports.

Tester #3520 amending sec. 2311 to require a GAO report on the costs of air ambulance operations.

Murphy #3521 adding a new section requiring Inspector General audits of USDOT Buy America compliance.

Cantwell #3522 amending sec. 2306 to strike 2306(c) (which gives airline the option of reducing the mandatory 10-hour rest period for flight attendants between shifts to 9 hours if the flight attendant is provided a subsequent rest period of at least 11 consecutive hours).

Scott #3523 adding a new tax credit for advanced nuclear power facilities.

Bennet #3524 striking section 3113 (disclosure of child seating practices) and replacing it with language requiring TSA to formalize screening procedures to allow adult caregivers to accompany minor children, requiring FAA to issue regulations directing airlines to include pregnant women in nondiscrimination policies, and prescribe regulations to force airlines to give adjacent seats to family members under age 13 at no additional cost. **Agreed to, as modified, by voice vote on April 11, 2016.** (*The text of the amendment as modified is [here](#).*)

Manchin #3525 amending sec. 2141 to make it optional (instead of mandatory) for DOT to issue a final rule authorizing the carriage of property for hire by small UAS.

Flake #3526 adding a new sec. 2506 creating an Airspace Management Advisory Committee. **Agreed to by voice vote on April 11, 2016.**

Rubio #3527 adding the “Vessel Incidental Discharge Act” relating to ballast water discharge from ships.

Rubio #3528 adding the “Cuban Immigrant Work Opportunity Act of 2016.”

Reed #3529 adding a new section in title II which would add a new 49 U.S.C. §46320 to make it a federal felony to operate a drone with a firearm attached to it.

Schumer #3530 adding a new section authorizing the Consumer Product Safety Commission to ban the sale or importation of laser pointers.

Manchin #3531 amending sec. 3119 to require the GAO study of airline fees to consider consumer choice in markets of various sizes and the potential effects on the availability of air service if fees are regulated by the FAA.

Nelson #3532 rewriting sec. 2317 (lithium batteries) to conform the language to more recent ICAO regulatory activity and to require DOT to issue quick responses to exemptions for medical device batteries and to define “medical device” as the term in section 2012 of the Food, Drug and Cosmetic Act.

Brown #3533 adding a new section amending section 4621 of the Internal Revenue Code to make payments for aircraft management services free of tax.

Cantwell #3534 adding a new section establishing a National Multimodal Freight Advisory Committee to advise the Secretary of Transportation on matters relating to U.S. freight transportation. **Agreed to by voice vote on April 11, 2016.**

Cotton #3535 amending sec. 1223 to include non-aircraft operations. **Agreed to by voice vote on April 11, 2016.**

McCain #3536 amending sec. 2128 to require the FAA to assist Federal civilian agencies that operate UAS to operationally deploy and integrate sense and avoid capabilities.

Paul #3537 adding a new section to the bill preventing law enforcement agencies from using UAS to gather evidence without a search warrant.

Hoeven #3538 adding a new sec. 2143 requiring the FAA to grant a blanket UAS exemption for operations at certain test sites.

Blunt #3539 adding the “Craft Beverage Modernization and Tax Reform Act.” (Yay, beer.)

Warren #3540 adding a new section requiring a GAO study of the effect of NextGen ATC patterns on the health of persons living under routes and near airports.

Warren #3541 adding a new subtitle C to title IV requiring the FAA to implement NextGen in a way that limits negative impact on the human environment, requires FAA to appoint regional ombudsmen to take complaints related to human environment impact, limiting FAA’s ability to treat changes in flight paths as categorical exclusions, and requiring FAA to reconsider new flight paths established or revised since February 14, 2012 under certain circumstances.

Hoeven #3542 adding a new section allowing states to regulate air ambulance services.

Hoeven #3543 amending sec. 2138 to require the UTM pilot program to leverage the capabilities of the Center for Excellence for UAS and the test sites.

Blumenthal #3544 amending sec. 3114 to require air carriers to send the content of all complaints to DOT’s Aviation Consumer Protection Division.

Blumenthal #3545 adding a new sec. 3124 establishing a 21-member National Commission to Ensure All Americans Have Access to and Benefit from a Strong and Competitive Air Transportation Industry to study the passenger airline industry and report its findings to the President.

Blumenthal #3546 adding a new section that amends 49 U.S.C. §41705(a) to make the definition of “disability” consistent with section 3 of the Americans with Disabilities Act.

Blumenthal #3547 adding a new sec. 5032 requiring PHMSA to finalize its interim rule on e-cigarettes and expand the rule to prohibit the carrying of battery-powered portable electronic smoking devices in checked baggage or carry-on baggage.

Blumenthal #3548 adding a new sec. 3124 creating a private right of action in disability complaints under 49 U.S.C. §41705.

Markey #3549 amending the Internal Revenue Code to create a tax credit for offshore wind farms.

Portman #3550 amending sec. 305 of ERISA relating to pension beneficiaries.

Boxer #3551 creating criminal penalties for the operation of drones within a 20-mile radius of a hub airport, within 2 miles of a wildfire being fought by USDA or the Interior Department, or in an area of temporary FAA flight restriction.

Feinstein #3552 amending sec. 136 of the Internal Revenue Code relating to income exclusions for conservation subsidies.

Daines #3553 amending sec. 3109 (refunds for delayed baggage) to get rid of the exception in 3109(b) and to allow the carrier to offer the passenger a menu of compensatory options so long as a full refund of the ancillary fee is one of the options.

Gillibrand #3554 adding a new sec. 5023 requiring the FAA to establish minimum altitude requirements for helicopters over populated areas.

Flake #3555 adding a new section directing the FAA to allow holders of private pilot certificates to communicate with the public to facilitate flights with shared operating expenses.

Flake #3556 eliminating the exclusion of certain dual nationals from the visa waiver program.

Flake #3557 requiring full and open travel between the U.S. and Cuba.

Feinstein #3558 striking the text of sec. 2152 (blanket federal preemption of state and local laws relating to drones) and replacing it with much more limited and situational federal preemption and requirements for concurrent federal-state-local enforcement.

Warner #3559 amending sec. 1206 (remote towers) to require the controllers' union to be included in the discussions and to require a Safety Risk Management Panel for the pilot program at the current pilot location.

Warner #3560 amending sec. 2123 (UAS R&D and testing) to require the research plan to be developed within 6 months of enactment (instead of 1 year) and to add more specific requirements to the research plan (milestones, goals, etc.).

Warner #3561 adding "certified commercial operators operating under contract with a public entity" to the emergency exemptions in sec. 2139.

Warner #3562 adding the "Building and Renewing Infrastructure for Development and Growth in Employment Act" (identical to the bill [S. 1589](#)) creating an Infrastructure Financing Authority to make infrastructure loans and loan guarantees.

Heller #3563 adding a new section extending tax credits for various renewable energy activities in section 48 of the Internal Revenue Code.

Sasse #3564 adding a new section requiring that trusted traveler program fees be available to TSA as discretionary offsetting collections.

Cornyn #3565 adding the “Cross-Border Trade Enhancement Act of 2016.”

Cornyn #3566 adding a new section creating a demonstration program for improved administration of general aviation AIP grants. Up to 5 states selected by the Secretary may be selected for a program for AIP distribution not subject to 49 U.S.C. 47114(d).

Cochran #3567 amending sec. 2123 to require drone R&D to be carried out in cooperation with the Center for Excellence for Unmanned Aircraft Systems. **Agreed to by voice vote on April 11, 2016.**

Collins #3568 adding a new section prohibiting the President from regulating the provision of technical services otherwise permitted under international air agreements for foreign carriers en route to or from Cuba.

Collins #3569 amending section 48 of the Internal Revenue Code to modify the combined heat and power renewable electricity generation credit.

Heitkamp #3570 adding a new sec. 5032 requiring the FAA to study the importance of collegiate flight training operations.

Blumenthal #3571 amending sec. 2310 to require the establishment of a Laser Pointer Safety Task Force amongst FAA, Justice, and Homeland Security.

Blumenthal #3572 amending sec. 2305 to add third-class airmen to the list of possible subjects for mental health screening.

Blumenthal #3573 striking subtitle F of title II to replace the “Pilot’s Bill of Rights 2” with language requiring additional medical certifications and a GAO report on the possible effects on public safety of medical exemptions for sport pilots.

Blumenthal #3574 amending sec. 2602 to require the FAA to initiate a rulemaking to establish minimum liability insurance levels for pilots given medical waivers under that section.

Blumenthal #3575 replacing sec. 2103 (FTC authority over UAS privacy policy violations as a deceptive trade practice) with different language creating a private right of action in federal courts for privacy policy violations.

Blumenthal #3576 amending sec. 3103 to eliminate federal preemption of consumer protection claims relating to air service.

Blumenthal #3577 adding a new sec. 2320 directing the FAA to perform \$&D work on air cleaning and sensor technology to eliminate oil-based residue from cabin air.

Blumenthal #3578 adding a new sec. 5302 relating to flight diversions to Bradley International Airport in Windsor Locks, CT.

Blumenthal #3579 adding a new sec. 3124 requiring a GAO report on whether increased airline baggage fees have caused TSA passenger screening delays and increased screening costs.

Blumenthal #3580 amending sec. 2131 to move the deadline for all UAS packaging to include a safety statement from 1 year after enactment to 90 days after enactment.

Blumenthal #3581 amending sec. 3111 to make the fee disclosure cover “any ancillary fees” and to require the disclosures to be prominently displayed to the consumer through a link on the air carrier or ticket agent webpage.

Blumenthal #3582 adding a new section amending the Act of March 9, 1945 to allow DOT to take action related to deceptive practices and unfair methods relating to air travel insurance.

Blumenthal #3583 adding a new section requiring DOT to issue rules within 180 days of enactment prohibiting airlines from limiting consumer access to information related to schedules, fares and fees.

Blumenthal #3584 amending sec. 2307 to use the National Human Trafficking Resource Center in the training.

Blumenthal #3585 adding a new sec. 2307A requiring each air carrier to provide training in how to spot human trafficking to all personnel who interact with the public.

Durbin #3586 adding a new section directing the FAA to plan for coordination with local law enforcement agencies around ATC facilities on how to respond to security threats and active shooters.

Whitehouse #3587 adding a new section establishing a tax credit for greenhouse gas tax and reuse.

Cantwell #3588 adding a new section requiring TSA to work with local agencies to post a state or local law enforcement officer within 300 feet of each passenger screening checkpoint at the 25 busiest U.S. airports within 30 days of enactment and to station a state or local canine bomb-sniffing team to each airline terminal at the 25 busiest U.S. airports within 180 days of enactment.

King #3589 adding a new section adding a tax credit for biomass fuel property expenses.

Warner #3590 amending sec. 2139 to add certified commercial operators operating under a contract with a public entity to the emergency exemption process.

Sessions #3591 adding a new section prohibiting funding to modify ATC facilities or build new ATC facilities at ports of entry until the Secretary of Homeland Security certifies that the facility has entered into an agreement to install automated visa entry and exit systems.

Lankford #3592 repealing the Essential Air Service program.

Lankford #3593 repealing the Small Community Air Service Development Program.

Lankford #3594 reducing the funding authorization for the Small Community Air Service Development Program in sec. 3202 of the bill from \$10 million per year to \$6 million per year.

Lankford #3595 amending sec. 3102 to strike the proposed use of the Advisory Committee for Aviation Consumer Protection.

Inhofe #3596 amending several sections of the bill to clarify that restrictions on UAS do not apply to model aircraft.

Inhofe #3597 amending sec. 3110 to clarify that passengers are not entitled to refunds of ancillary fees if they make voluntary changes in their itinerary and that refunds of such fees are not due in extraordinary circumstances.

Inhofe #3598 amending sec. 3109 to change the deadline for baggage delivery by an airline without forfeiting the baggage fee to 24 hours of passenger arrival and adding an extraordinary circumstances exemption for the baggage fee refunds.

Crapo #3599 adding a new section relating to mutual ditch irrigation companies.

Cantwell #3600 adding a new section directing FAA to continue R&D activities into alternate jet fuel technology and to develop a joint plan for the same with NASA and the Energy and Agriculture departments.

Moran #3601 amending sec. 2236 to allow the FAA to accept certificates from foreign air authorities for agreements for reimbursable per diem costs.

Moran #3602 amending sec. 2402 to add a new definition of an “undeveloped area” for purposes of covered towers.

Moran #3603 adding a new sec. 2606 requiring FAA, within 180 days of enactment, to incorporate graphics for temporary flight restrictions into the NOTAMs on the FAA website.

Daines #3604 amending sec. 3109 to allow passengers to choose alternate means of compensation for delayed baggage other than a refund of the baggage fee.

Gillibrand #3605 adding a new sec. 5023 directing the FAA to issue a final rule creating noise standards for Stage 3 helicopters within 3 years of enactment.

Thune #3606 replacing sec. 2153(a) with modified language to allow voluntary commercial arrangements with service providers.

Hirono #3607 to add several new provisions of title 5 U.S.C. relating to veterans preferences to the personnel management system provisions of 49 U.S.C. §40122(g).

Hirono #3608 amending sec. 4208 to extend the disabled veterans leave protections to TSA employees.

Menendez #3609 adding a new section creating a tax benefit for certain electricity generating facilities.

Menendez #3610 striking sec. 3103 and replacing it with a different section requiring FAA to determine if it is an unfair and deceptive practice for airlines to

prevent customers from seeing lower fare options for booking multi-city travel instead of an individual flight.

Gardner #3611 adding a new section creating a TSA pilot program for financial assistance to airports to improve the physical layout of their screening operations.

Isakson #3612 amending sec. 4102 to direct the FAA to support the development of Category III Ground-Based Augmentation System capability.

Isakson #3613 amending sec. 2252 to prohibit the FAA from accepting a foreign airworthiness directive under that section if the directive addresses matters other than those involving the safe operation of an aircraft.

Daines #3614 relating to renewable energy tax credits.

Moran #3615 relating to renewable energy and biofuel tax credits.

Hatch #3616 requiring the IRS to give notice to tax-exempt organizations before revoking such status for failure to file a return.

Hatch #3617 creating a tax credit for the costs of getting new licenses and certifications for military spouses caused by armed forces duty location transfer.

Hatch #3618 relating to waste heat to power energy tax credits.

Hatch #3619 relating to tax exceptions for certain philanthropic business holdings.

Booker #3620 adding a new sec. 1226 amending 49 U.S.C. §47113 to define “small business concern” for the AIP program as using the monetary threshold used by NAICSC and adjusted by SBA instead of a fixed dollar amount. **Agreed to by voice vote on April 11, 2016.**

Nelson #3621 adding a new section directing the FAA to consider revising its certification rules to address cybersecurity for avionics systems and setting standards for FAA’s consideration. **Agreed to by voice vote on April 11, 2016.**

Bennet #3622 adding a new section directing FAA to establish a public-private working group to address the needs of traveling families and working women in air travel and at airports.

Whitehouse #3623 adding a new “Drone Operator Safety Act” creating a new federal criminal offense in title 18 U.S.C. for unsafe operation of unmanned aircraft. **Agreed to by voice vote on April 11, 2016.**

Schatz #3624 relating to energy tax credits.

Kaine #3625 amending sec. 2222 to allow ODA delegation to be withheld in the event of an accident finding.

Kaine #3626 amending sec. 2503 to include aviation safety engineers as “covered personnel” in the FAA technical training pilot program.

Nelson #3627 adding a new section directing the FAA to consider revising its certification rules to address cybersecurity for avionics systems and setting standards for FAA’s consideration.

Murray #3628 directing the FAA to establish a research program related to reducing civilian aircraft energy use, emissions, and source noise.

Murray #3629 directing the FAA to establish a research program related to reducing civilian aircraft energy use, emissions, and source noise *and* directing FAA to develop a plan with NASA, USDA and the Energy Department for carrying on continued research into alternative aviation fuels.

Hirono #3630 adding a new section amending 49 U.S.C. 44940(c) exempting travel to or from essential service or from place to place within Alaska or Hawaii from the TSA aviation security fee increases first enacted in the Ryan-Murray deficit reduction deal.

Paul #3631 adding the “Arm All Pilots Act” (modified version of Paul #3518).

Murray #3632 adding a new section directing TSA to develop standards and requirements for technology to control exit lane breaches at airports and listing some standards in law, including a hold harmless provision for the staffing allocation model.

Nelson #3633 striking the language of sec. 2317 (lithium batteries) and replacing it with language updating the references to ICAO policy and defining a medical device.
Agreed to by voice vote on April 11, 2016.

Nelson #3634 striking section 5013 (staffing of certain ATC towers) from the bill.

Boozman #3635 adding the “Combat-Injured Veterans Tax Fairness Act of 2016” to the bill.

Inhofe #3636 adding a new sec. 5032 amending the Volunteer Protection Act of 1997 to extend its liability protections to pilots who fly aircraft for public benefit.

Daines #3637 relating to Indian coal production tax credits.

Brown #3638 adding a new section requiring the FAA and the Pentagon to collaborate on developing ground-based sense-and-avoid and airborne sense-and-avoid capabilities for UAS.

Kaine #3639 adding a new section requiring DOT to perform the full notice and comment rulemaking procedure before implementing the One Engine Inoperative Procedures in Obstruction Evaluation Aeronautical 7 Studies” policy.

Portman #3640 adding a new section establishing 4 additional UAS test ranges.

Johnson #3641 adding a new section amending title 18 U.S.C. allowing Justice Department and DHS personnel committing crimes in Canada to be tried in U.S. courts.

Rubio #3642 adding a new section requiring a GAO study of barriers to individuals transferring FAA certifications into postsecondary education for credit.

Inhofe #3643 adding a new section establishing a new aviation rulemaking committee for pilot rest and duty regulations to review such regulations under part 135 of title 14 CFR.

Inhofe #3644 amending sec. 3101 to allow airlines to offer comparable compensation as well as a baggage fee refund in the event of significantly delayed baggage and adding an extraordinary circumstances waiver of the refund requirement.

Heitkamp #3645 adding a tax credit for carbon dioxide sequestration.

Hatch #3646 requiring the FAA to issue a rule mandating that crash-resistant fuel systems be installed in all newly manufactured helicopters.

Hatch #3647 adding a new sec. 2405 requiring the FAA to develop new standards for the frangibility of new aviation facilities and structures (and to consider centers of excellence, partnerships, and industry stakeholders in determining the viability of developing a frangibility test center).

Cardin #3648 relating to section 179 tax credits for Indian tribes.

Cardin #3649 amending title 31 U.S.C. relating to retroactive pay for federal employees furloughed during government shutdowns.

Feinstein #3650 striking section 2152 of the bill (federal preemption of state and local laws regulating drones).

Sullivan #3651 requiring the FAA to choose new controllers in roughly equal numbers from three pools: applicants who have completed Collegiate Training Initiative programs, general applicants, and military veterans.

Heitkamp #3652 adding a new section requiring a multi-agency review of the security of the U.S.-Canada border.

Casey #3653 adding a new section requiring the FAA to develop a scalable aerospace additive manufacturing demonstration initiative.

Cornyn #3654 adding a new section requiring annual reports from DHS on the activities of a carrier called Mahan Air.

Grassley #3655 adding a new section giving a biodiesel fuels tax credit.

Hatch #3656 adding a new section creating a new §44803 in title 49 U.S.C. directing NIST and FAA to develop risk-based safety standards for integrating small UAS into the NAS; adding a new section creating a new 49 U.S.C. §44804 requiring a DOT plan for UAS use over the Arctic on a permanent basis; adding a new section creating a new 49 U.S.C. §44805 directing DOT to use a risk-based approach to determine if UAS may operate safely in the NAS outside the comprehensive rulemaking process, and adding a new 49 U.S.C. §44806 giving FAA additional rulemaking authority for micro UAS (and much more).

Wyden #3657 preventing Federal entities from using mobile aerial-view devices for police surveillance except under certain specified circumstances.

Murphy #3658 adding a new section requiring DOT Inspector General audits of FAA contracting procedures under chapter 83 of title 41 U.S.C.

Wyden #3659 adding the Move America Act authorizing the issuance of Move America bonds and tax credits.

Kaine #3660 amending sec. 2222 to allow ODA delegation to be withheld in the event of an accident finding and striking section 5013 (staffing of certain ATC towers).

Johnson #3661 adding a new section amending title 18 U.S.C. allowing Justice Department and DHS personnel committing crimes in Canada to be tried in U.S. courts.

Daines #3662 adding a new section directing the Forest Service to consider the geographic location of federally owned wildfire assets.

Murkowski #3663 adding a new section modifying the small aircraft tax exemption in sec. 4281 of the Internal Revenue Code by increasing the maximum aircraft weight from 6,000 pounds to 12,500 pounds.

Murkowski #3664 adding a special rule for permanent UAS operations over the Arctic.

Vitter #3665 adding a new section, the Micro Drone Safety and Innovation Act, establishing special rules for micro UAS.

Vitter #3666 establishing special rules for micro UAS under 4.4 pounds.

Warner #3667 adding "certified commercial operators operating under contract with a public entity" to the emergency exemptions in sec. 2139.

Murray #3668 adding a new sec. 1305 making projects to reduce airport vehicle emissions at airports eligible under 49 U.S.C. §40117 and directing the FAA to establish a research program related to reducing aircraft energy use.

Daines #3669 amending sec. 3109 to set the refund deadline at 6 hours for domestic flights and 12 hours for international flights and allowing carriers to offer a menu of compensation.

Crapo #3670 related to student loan forgiveness for veterinarians.

Barrasso #3671 adding a new section requiring DHS to ensure that federal flight deck officers can carry firearms on international flights where there is no air marshal.

Gillibrand #3672 adding a new section requiring DOT to establish minimum compliance stage 4 noise rules for aircraft operating and stage 5 certificates for manufacturers by December 31, 2017.

Reed #3673 making it a federal felony to operate a UAS with a weapon attached to it.

Reed #3674 amending 49 U.S.C. §44923(h) to allow up to \$20 million per year to be used to reimburse airports that have incurred eligible costs under section 1604(b)(2) of the 9/11 Commission implementation law.

Heitkamp #3675 directing DOT to issue guidance relating to the operation of UAS by public entities.

Heitkamp #3676 relating to UAS operations in Canada.

Markey #3677 adding a news gathering activity exception for UAS use.

Hirono #3678 prohibiting flight attendant rest periods from being shortened.

McConnell #3679 in the nature of a substitute to the base bill H.R. 636 consisting of the text of Thune #3464 plus the 19 amendments to #3464 adopted by the Senate plus a new title VII providing an extension of Airport and Airway Trust Fund expenditure authority and excise taxes. ***Offered on April 12, 2016 and pending.***

Thune #3680 (to McConnell #3679) re-writing the ADS-B assessment in sec. 4105 to remove the findings of Congress. ***Offered on April 12, 2016 and pending.***

Hatch #3681 (to the base bill H.R. 636) adding an extension of Airport and Airway Trust Fund expenditure authority and excise taxes.

Inhofe #3682 adding a new section requiring a GAO study of international air carrier alliances.

Booker #3683 adding a new section expressing the sense of Congress on NextGen.