

(2) the demonstrated research and extension resources available to the applicant to carry out this section.

(3) the ability of the applicant to provide leadership in making national and regional contributions to the solution of both long-range and immediate air transportation problems.

(4) the extent to which the applicant has an established air transportation program.

(5) the demonstrated ability of the applicant to disseminate results of air transportation research and educational programs through a statewide or regionwide continuing education program.

(6) the projects the applicant proposes to carry out under the grant.

(e) EXPENDITURE AGREEMENTS.—A grant may be made under this section in a fiscal year only if the recipient makes an agreement with the Administrator that the Administrator requires to ensure that the recipient will maintain its total expenditures from all other sources for establishing and operating the center and related research activities at a level at least equal to the average level of those expenditures in the 2 fiscal years of the recipient occurring immediately before November 5, 1990.

(f) GOVERNMENT'S SHARE OF COSTS.—The United States Government's share of establishing and operating a center and all related research activities that grant recipients carry out shall not exceed 50 percent of the costs, except that the Administrator may increase such share to a maximum of 75 percent of the costs for a fiscal year if the Administrator determines that a center would be unable to carry out the authorized activities described in this section without additional funds.

(g) ALLOCATING AMOUNTS.—The Administrator shall allocate amounts made available to carry out this section in a geographically fair way.

(h) ANNUAL REPORT.—The Administrator shall transmit annually to the Committee on Science, Space, and Technology of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate at the time of the President's budget request a report that lists—

- (1) the research projects that have been initiated by each center in the preceding year;
- (2) the amount of funding for each research project and the funding source;
- (3) the institutions participating in each research project and their shares of the overall funding for each research project; and
- (4) the level of cost-sharing for each research project.

(Pub. L. 103-272, §1(e), July 5, 1994, 108 Stat. 1182; Pub. L. 112-95, title IX, §907, Feb. 14, 2012, 126 Stat. 140.)

HISTORICAL AND REVISION NOTES

Revised Section	Source (U.S. Code)	Source (Statutes at Large)
44513 .....	49 App.:1353(i).	Aug. 23, 1958, Pub. L. 85-726, 72 Stat. 731, §312(i); added Nov. 5, 1990, Pub. L. 101-508, §9209(a), 104 Stat. 1388-376.

In this section, the words "institutions of higher education" and "institution of higher education" are sub-

stituted for "colleges or universities" and "college or university" for consistency in the revised title.

In subsection (a), the words "one or more" are omitted as surplus.

AMENDMENTS

2012—Subsec. (f). Pub. L. 112-95, §907(a), amended subsec. (f) generally. Prior to amendment, text read as follows: "The United States Government's share of a grant under this section is 50 percent of the costs of establishing and operating the center and related research activities that the grant recipient carries out."

Subsec. (h). Pub. L. 112-95, §907(b), added subsec. (h).

CENTER OF EXCELLENCE FOR AVIATION HUMAN RESOURCE RESEARCH

Pub. L. 112-95, title IX, §908, Feb. 14, 2012, 126 Stat. 140, provided that:

"(a) ESTABLISHMENT.—Using amounts made available under section 48102(a) of title 49, United States Code, the Administrator [of the Federal Aviation Administration] may establish a center of excellence to conduct research on—

"(1) human performance in the air transportation environment, including among air transportation personnel such as air traffic controllers, pilots, and technicians; and

"(2) any other aviation human resource issue pertinent to developing and maintaining a safe and efficient air transportation system.

"(b) ACTIVITIES.—Activities conducted under this section may include the following:

"(1) Research, development, and evaluation of training programs for air traffic controllers, aviation safety inspectors, airway transportation safety specialists, and engineers.

"(2) Research and development of best practices for recruitment of individuals into the aviation field for mission critical positions.

"(3) Research, in consultation with other relevant Federal agencies, to develop a baseline of general aviation employment statistics and an analysis of future needs in the aviation field.

"(4) Research and the development of a comprehensive assessment of the airframe and power plant technician certification process and its effect on employment trends.

"(5) Evaluation of aviation maintenance technician school environments.

"(6) Research and an assessment of the ability to develop training programs to allow for the transition of recently unemployed and highly skilled mechanics into the aviation field."

§ 44514. Flight service stations

(a) HOURS OF OPERATION.—(1) The Secretary of Transportation may close, or reduce the hours of operation of, a flight service station in an area only if the service provided in the area after the closing or during the hours the station is not in operation is provided by an automated flight service station with at least model 1 equipment.

(2) The Secretary shall reopen a flight service station closed after March 24, 1987, but before July 15, 1987, as soon as practicable if the service in the area in which the station is located has not been provided since the closing by an automated flight service station with at least model 1 equipment. The hours of operation for the reopened station shall be the same as were the hours of operation for the station on March 25, 1987. After reopening the station, the Secretary may close, or reduce the hours of operation of, the station only as provided in paragraph (1) of this subsection.

(b) **MANNED AUXILIARY STATIONS.**—The Secretary and the Administrator of the Federal Aviation Administration shall establish a system of manned auxiliary flight service stations. The manned auxiliary flight service stations shall supplement the services of the planned consolidation to 61 automated flight service stations under the flight service station modernization program. A manned auxiliary flight service station shall be located in an area of unique weather or operational conditions that are critical to the safety of flight.

(Pub. L. 103-272, §1(e), July 5, 1994, 108 Stat. 1183.)

HISTORICAL AND REVISION NOTES

<i>Revised Section</i>	<i>Source (U.S. Code)</i>	<i>Source (Statutes at Large)</i>
44514(a) .....	49 App.:2224.	Sept. 3, 1982, Pub. L. 97-248, §528, 96 Stat. 699; restated Dec. 30, 1987, Pub. L. 100-223, §113, 101 Stat. 1505.
44514(b) .....	49 App.:1348 (notes).	Nov. 5, 1990, Pub. L. 101-508, §9115, 104 Stat. 1388-364. Nov. 5, 1990, Pub. L. 101-516, §330(a), 104 Stat. 2184.

In subsection (a)(1), the words “On or after July 15, 1987” are omitted as obsolete.

In subsection (a)(2), the words “after December 30, 1987” are omitted as obsolete. The words “the date of” are omitted as surplus.

In subsection (b), the text of section 9115(b) of the Omnibus Budget Reconciliation Act of 1990 (Public Law 101-508, 104 Stat. 1388-364) and section 330(a) (last sentence) of the Department of Transportation and Related Agencies Appropriations Act, 1991 (Public Law 101-516, 104 Stat. 2184) is omitted as obsolete.

**§ 44515. Advanced training facilities for maintenance technicians for air carrier aircraft**

(a) **GENERAL AUTHORITY.**—The Administrator of the Federal Aviation Administration may make grants to not more than 4 vocational technical educational institutions to acquire or construct facilities to be used for the advanced training of maintenance technicians for air carrier aircraft.

(b) **ELIGIBILITY.**—The Administrator may make a grant under this section to a vocational technical educational institution only if the institution has a training curriculum that prepares aircraft maintenance technicians who hold airframe and power plant certificates under subpart D of part 65 of title 14, Code of Federal Regulations, to maintain, without direct supervision, air carrier aircraft.

(c) **LIMITATION.**—A vocational technical educational institution may not receive more than a total of \$5,000,000 in grants under this section. (Pub. L. 103-272, §1(e), July 5, 1994, 108 Stat. 1184.)

HISTORICAL AND REVISION NOTES

<i>Revised Section</i>	<i>Source (U.S. Code)</i>	<i>Source (Statutes at Large)</i>
44515 .....	49 App.:1354 (note).	Oct., 31, 1992, Pub. L. 102-581, §119(a)-(c), 106 Stat. 4883.

The words “vocational technical educational institution” are used throughout this section for consistency in this section.

IMPROVEMENT OF CURRICULUM STANDARDS FOR AVIATION MAINTENANCE TECHNICIANS

Pub. L. 108-176, title V, §504, Dec. 12, 2003, 117 Stat. 2559, provided that:

“(a) **IN GENERAL.**—The Administrator of the Federal Aviation Administration shall ensure that the training standards for airframe and powerplant mechanics under part 65 of title 14, Code of Federal Regulations, are updated and revised in accordance with this section. The Administrator may update and revise the training standards through the initiation of a formal rule-making or by issuing an advisory circular or other agency guidance.

“(b) **ELEMENTS FOR CONSIDERATION.**—The updated and revised standards required under subsection (a) shall include those curriculum adjustments that are necessary to more accurately reflect current technology and maintenance practices.

“(c) **CERTIFICATION.**—Any adjustment or modification of current curriculum standards made pursuant to this section shall be reflected in the certification examinations of airframe and powerplant mechanics.

“(d) **COMPLETION.**—The revised and updated training standards required by subsection (a) shall be completed not later than 12 months after the date of enactment of this Act [Dec. 12, 2003].

“(e) **PERIODIC REVIEWS AND UPDATES.**—The Administrator shall review the content of the curriculum standards for training airframe and powerplant mechanics referred to in subsection (a) every 3 years after completion of the revised and updated training standards required under subsection (a) as necessary to reflect current technology and maintenance practices.”

IMPROVED TRAINING FOR AIRFRAME AND POWERPLANT MECHANICS

Pub. L. 106-181, title V, §517, Apr. 5, 2000, 114 Stat. 145, provided that: “The Administrator [of the Federal Aviation Administration] shall form a partnership with industry and labor to develop a model program to improve the curricula, teaching methods, and quality of instructors for training individuals that need certification as airframe and powerplant mechanics.”

**§ 44516. Human factors program**

(a) **HUMAN FACTORS TRAINING.**—

(1) **AIR TRAFFIC CONTROLLERS.**—The Administrator of the Federal Aviation Administration shall—

- (A) address the problems and concerns raised by the National Research Council in its report “The Future of Air Traffic Control” on air traffic control automation; and
- (B) respond to the recommendations made by the National Research Council.

(2) **PILOTS AND FLIGHT CREWS.**—The Administrator shall work with representatives of the aviation industry and appropriate aviation programs associated with universities to develop specific training curricula to address critical safety problems, including problems of pilots—

- (A) in recovering from loss of control of an aircraft, including handling unusual attitudes and mechanical malfunctions;
- (B) in deviating from standard operating procedures, including inappropriate responses to emergencies and hazardous weather;
- (C) in awareness of altitude and location relative to terrain to prevent controlled flight into terrain; and
- (D) in landing and approaches, including nonprecision approaches and go-around procedures.