

vision of this chapter other than section 4430” for “this chapter”, and added subsec. (b).

Pub. L. 113-46 substituted “the date specified in section 106(3) of the Continuing Appropriations Act, 2014” for “December 31, 2013”.

2008—Pub. L. 110-181 substituted “December 31, 2013” for “March 30, 2008”.

2003—Pub. L. 108-176 substituted “March 30, 2008” for “December 31, 2004”.

Pub. L. 108-11, substituted “2004” for “2003”.

2000—Pub. L. 106-181 substituted “after December 31, 2003.” for “after August 6, 1999.”

1999—Pub. L. 106-31 substituted “August 6, 1999” for “May 31, 1999”.

Pub. L. 106-6 substituted “May” for “March”.

1998—Pub. L. 105-277 substituted “March 31, 1999” for “December 31, 1998”.

1997—Pub. L. 105-137 substituted “December 31, 1998” for “September 30, 2002”.

Pub. L. 105-85 substituted “September 30, 2002” for “September 30, 1997”.

EFFECTIVE DATE OF 2003 AMENDMENT

Amendment by Pub. L. 108-176 applicable only to fiscal years beginning after Sept. 30, 2003, except as otherwise specifically provided, see section 3 of Pub. L. 108-176, set out as a note under section 106 of this title.

EFFECTIVE DATE OF 2000 AMENDMENT

Amendment by Pub. L. 106-181 applicable only to fiscal years beginning after Sept. 30, 1999, see section 3 of Pub. L. 106-181, set out as a note under section 106 of this title.

EFFECTIVE DATE OF 1997 AMENDMENTS

Pub. L. 105-137, §5(b), Dec. 2, 1997, 111 Stat. 2641, provided that: “The amendment made by subsection (a) [amending this section] takes effect on October 1, 1997.”

Pub. L. 105-85, div. A, title X, §1088(b), Nov. 18, 1997, 111 Stat. 1921, provided that: “This section [amending this section] shall take effect as of September 30, 1997.”

CONTINUATION OF AVIATION INSURANCE LAWS

Pub. L. 102-581, title IV, §404, Oct. 31, 1992, 106 Stat. 4898, provided that: “Notwithstanding any other provision of law, the provisions of title XIII of the Federal Aviation Act of 1958 [now this chapter] and all insurance policies issued by the Secretary of Transportation under such title, as in effect on September 30, 1992, shall be treated as having continued in effect until the date of the enactment of this Act [Oct. 31, 1992].”

CHAPTER 445—FACILITIES, PERSONNEL, AND RESEARCH

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AMENDMENTS

2003—Pub. L. 108-176, title I, §183(b), Dec. 12, 2003, 117 Stat. 2517, added item 44517.

2000—Pub. L. 106-181, title VII, §713(c), Apr. 5, 2000, 114 Stat. 161, added item 44516.

§ 44501. Plans and policy

(a) **LONG RANGE PLANS AND POLICY REQUIREMENTS.**—The Administrator of the Federal Aviation Administration shall make long range plans and policy for the orderly development and use of the navigable airspace, and the orderly development and location of air navigation facilities, that will best meet the needs of, and serve the interests of, civil aeronautics and the national defense, except for needs of the armed forces that are peculiar to air warfare and primarily of military concern.

(b) **AIRWAY CAPITAL INVESTMENT PLAN.**—The Administrator of the Federal Aviation Administration shall review, revise, and publish a national airways system plan, known as the Airway Capital Investment Plan, before the beginning of each fiscal year. The plan shall set forth—

(1) for a 10-year period, the research, engineering, and development programs and the facilities and equipment that the Administrator considers necessary for a system of airways, air traffic services, and navigation aids that will—

(A) meet the forecasted needs of civil aeronautics;

(B) meet the requirements that the Secretary of Defense establishes for the support of the national defense; and

(C) provide the highest degree of safety in air commerce;

(2) for the first and 2d years of the plan, detailed annual estimates of—

(A) the number, type, location, and cost of acquiring, operating, and maintaining required facilities and services;

(B) the cost of research, engineering, and development required to improve safety, system capacity, and efficiency; and

(C) personnel levels required for the activities described in subclauses (A) and (B) of this clause;

(3) for the 3d, 4th, and 5th years of the plan, estimates of the total cost of each major program for the 3-year period, and additional major research programs, acquisition of systems and facilities, and changes in personnel levels that may be required to meet long range objectives and that may have significant impact on future funding requirements;

(4) a 10-year investment plan that considers long range objectives that the Administrator considers necessary to—

(A) ensure that safety is given the highest priority in providing for a safe and efficient airway system; and

(B) meet the current and projected growth of aviation and the requirements of interstate commerce, the United States Postal Service, and the national defense; and

(5) a list of capital projects that are part of the Next Generation Air Transportation System and funded by amounts appropriated under section 48101(a).

(c) **NATIONAL AVIATION RESEARCH PLAN.**—(1) The Administrator of the Federal Aviation Ad-