

(b) **TEST PROGRAM.**—The Administrator shall establish a test program in cooperation with air carriers to use model Jeppesen approach plates or other similar tools to improve precision-like landing approaches for aircraft.

(c) **REPORT.**—Not later than 1 year after the date of the enactment of this section, the Administrator shall transmit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report on the status of the Administration's efforts to encourage the adoption and implementation of advanced qualification programs for air carriers under this section.

(d) **ADVANCED QUALIFICATION PROGRAM DEFINED.**—In this section, the term “advanced qualification program” means an alternative method for qualifying, training, certifying, and ensuring the competency of flight crews and other commercial aviation operations personnel subject to the training and evaluation requirements of parts 121 and 135 of title 14, Code of Federal Regulations.

(Added Pub. L. 106–181, title VII, §713(a), Apr. 5, 2000, 114 Stat. 160.)

REFERENCES IN TEXT

The date of the enactment of this section, referred to in subsec. (c), is the date of enactment of Pub. L. 106–181, which was approved Apr. 5, 2000.

EFFECTIVE DATE

Section applicable only to fiscal years beginning after Sept. 30, 1999, see section 3 of Pub. L. 106–181, set out as an Effective Date of 2000 Amendments note under section 106 of this title.

**§ 44517. Program to permit cost sharing of air traffic modernization projects**

(a) **IN GENERAL.**—Subject to the requirements of this section, the Secretary may carry out a program under which the Secretary may make grants to project sponsors for not more than 10 eligible projects per fiscal year for the purpose of improving aviation safety and enhancing mobility of the Nation's air transportation system by encouraging non-Federal investment in critical air traffic control equipment and software.

(b) **FEDERAL SHARE.**—The Federal share of the cost of an eligible project carried out under the program shall not exceed 33 percent. The non-Federal share of the cost of an eligible project shall be provided from non-Federal sources, including revenues collected pursuant to section 40117.

(c) **LIMITATION ON GRANT AMOUNTS.**—No eligible project may receive more than \$5,000,000 in Federal funds under the program.

(d) **FUNDING.**—The Secretary shall use amounts appropriated under section 48101(a) to carry out the program.

(e) **DEFINITIONS.**—In this section, the following definitions apply:

(1) **ELIGIBLE PROJECT.**—The term “eligible project” means a project to purchase equipment or software relating to the Nation's air traffic control system that is certified or approved by the Administrator of the Federal Aviation Administration and that promotes safety, efficiency, or mobility. Such projects may include—

(A) airport-specific air traffic facilities and equipment, including local area augmentation systems, instrument landing systems, weather and wind shear detection equipment, and lighting improvements;

(B) automation tools to effect improvements in airport capacity, including passive final approach spacing tools and traffic management advisory equipment; and

(C) equipment and software that enhance airspace control procedures or assist in en route surveillance, including oceanic and offshore flight tracking.

(2) **PROJECT SPONSOR.**—The term “project sponsor” means any major user of the national airspace system, as determined by the Secretary, including a public-use airport or a joint venture between a public-use airport and one or more air carriers.

(f) **TRANSFERS OF EQUIPMENT.**—Notwithstanding any other provision of law, and upon agreement by the Administrator, a project sponsor may transfer, without consideration, to the Federal Aviation Administration, facilities, equipment, or automation tools, the purchase of which was assisted by a grant made under this section, if such facilities, equipment or tools meet Federal Aviation Administration operation and maintenance criteria.

(g) **GUIDELINES.**—The Administrator shall issue advisory guidelines on the implementation of the program. The guidelines shall not be subject to administrative rulemaking requirements under subchapter II of chapter 5 of title 5.

(Added Pub. L. 108–176, title I, §183(a), Dec. 12, 2003, 117 Stat. 2516.)

EFFECTIVE DATE

Section 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 an Effective Date of 2003 Amendment note under section 106 of this title.

**CHAPTER 447—SAFETY REGULATION**

|        |                                                                                                                                           |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------|
| Sec.   |                                                                                                                                           |
| 44701. | General requirements.                                                                                                                     |
| 44702. | Issuance of certificates.                                                                                                                 |
| 44703. | Airman certificates.                                                                                                                      |
| 44704. | Type certificates, production certificates, airworthiness certificates, and design and production organization certificates. <sup>1</sup> |
| 44705. | Air carrier operating certificates.                                                                                                       |
| 44706. | Airport operating certificates.                                                                                                           |
| 44707. | Examining and rating air agencies.                                                                                                        |
| 44708. | Inspecting and rating air navigation facilities.                                                                                          |
| 44709. | Amendments, modifications, suspensions, and revocations of certificates.                                                                  |
| 44710. | Revocations of airman certificates for controlled substance violations.                                                                   |
| 44711. | Prohibitions and exemption.                                                                                                               |
| 44712. | Emergency locator transmitters.                                                                                                           |
| 44713. | Inspection and maintenance.                                                                                                               |
| 44714. | Aviation fuel standards.                                                                                                                  |
| 44715. | Controlling aircraft noise and sonic boom.                                                                                                |
| 44716. | Collision avoidance systems.                                                                                                              |
| 44717. | Aging aircraft.                                                                                                                           |
| 44718. | Structures interfering with air commerce.                                                                                                 |
| 44719. | Standards for navigational aids.                                                                                                          |

<sup>1</sup> So in original. Does not conform to section catchline.

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|--------|------------------------------------------------------------------------|
| Sec.   |                                                                        |
| 44720. | Meteorological services.                                               |
| 44721. | Aeronautical charts and related products and services.                 |
| 44722. | Aircraft operations in winter conditions.                              |
| 44723. | Annual report.                                                         |
| 44724. | Manipulation of flight controls.                                       |
| 44725. | Life-limited aircraft parts.                                           |
| 44726. | Denial and revocation of certificate for counterfeit parts violations. |
| 44727. | Runway safety areas.                                                   |
| 44728. | Flight attendant certification.                                        |
| 44729. | Age standards for pilots.                                              |
| 44730. | Helicopter air ambulance operations.                                   |
| 44731. | Collection of data on helicopter air ambulance operations.             |
| 44732. | Prohibition on personal use of electronic devices on flight deck.      |
| 44733. | Inspection of repair stations located outside the United States.       |
| 44734. | Training of flight attendants.                                         |
| 44735. | Limitation on disclosure of safety information.                        |

## AMENDMENTS

2012—Pub. L. 112–95, title III, §§ 303(c)(2), 306(c), 307(c), 308(b), 309(b), 310(b), Feb. 14, 2012, 126 Stat. 58, 61, 62, 64, 65, substituted “Type certificates, production certificates, airworthiness certificates, and design and production organization certificates” for “Type certificates, production certificates, airworthiness certificates, and design organization certificates” in item 44704 and added items 44730 to 44735.

2007—Pub. L. 110–135, § 2(b), Dec. 13, 2007, 121 Stat. 1452, added item 44729.

2003—Pub. L. 108–176, title II, § 227(e)(2), title V, § 502(b), title VIII, § 814(b), Dec. 12, 2003, 117 Stat. 2532, 2557, 2592, substituted “Type certificates, production certificates, airworthiness certificates, and design organization certificates” for “Type certificates, production certificates, and airworthiness certificates” in item 44704 and added items 44727 and 44728.

2000—Pub. L. 106–181, title V, §§ 504(c), 505(a)(2), title VI, § 603(b), Apr. 5, 2000, 114 Stat. 134, 136, 152, substituted “Aeronautical charts and related products and services” for “Aeronautical maps and charts” in item 44721 and added items 44725 and 44726.

1996—Pub. L. 104–264, title VI, § 602(a)(2), Oct. 9, 1996, 110 Stat. 3264, added item 44724.

## § 44701. General requirements

(a) PROMOTING SAFETY.—The Administrator of the Federal Aviation Administration shall promote safe flight of civil aircraft in air commerce by prescribing—

(1) minimum standards required in the interest of safety for appliances and for the design, material, construction, quality of work, and performance of aircraft, aircraft engines, and propellers;

(2) regulations and minimum standards in the interest of safety for—

(A) inspecting, servicing, and overhauling aircraft, aircraft engines, propellers, and appliances;

(B) equipment and facilities for, and the timing and manner of, the inspecting, servicing, and overhauling; and

(C) a qualified private person, instead of an officer or employee of the Administration, to examine and report on the inspecting, servicing, and overhauling;

(3) regulations required in the interest of safety for the reserve supply of aircraft, aircraft engines, propellers, appliances, and aircraft fuel and oil, including the reserve supply of fuel and oil carried in flight;

(4) regulations in the interest of safety for the maximum hours or periods of service of airmen and other employees of air carriers; and

(5) regulations and minimum standards for other practices, methods, and procedure the Administrator finds necessary for safety in air commerce and national security.

(b) PRESCRIBING MINIMUM SAFETY STANDARDS.—The Administrator may prescribe minimum safety standards for—

(1) an air carrier to whom a certificate is issued under section 44705 of this title; and

(2) operating an airport serving any passenger operation of air carrier aircraft designed for at least 31 passenger seats.

(c) REDUCING AND ELIMINATING ACCIDENTS.—The Administrator shall carry out this chapter in a way that best tends to reduce or eliminate the possibility or recurrence of accidents in air transportation. However, the Administrator is not required to give preference either to air transportation or to other air commerce in carrying out this chapter.

(d) CONSIDERATIONS AND CLASSIFICATION OF REGULATIONS AND STANDARDS.—When prescribing a regulation or standard under subsection (a) or (b) of this section or any of sections 44702–44716 of this title, the Administrator shall—

(1) consider—

(A) the duty of an air carrier to provide service with the highest possible degree of safety in the public interest; and

(B) differences between air transportation and other air commerce; and

(2) classify a regulation or standard appropriate to the differences between air transportation and other air commerce.

(e) BILATERAL EXCHANGES OF SAFETY OVERSIGHT RESPONSIBILITIES.—

(1) IN GENERAL.—Notwithstanding the provisions of this chapter, the Administrator, pursuant to Article 83 bis of the Convention on International Civil Aviation and by a bilateral agreement with the aeronautical authorities of another country, may exchange with that country all or part of their respective functions and duties with respect to registered aircraft under the following articles of the Convention: Article 12 (Rules of the Air); Article 31 (Certificates of Airworthiness); or Article 32a (Licenses of Personnel).

(2) RELINQUISHMENT AND ACCEPTANCE OF RESPONSIBILITY.—The Administrator relinquishes responsibility with respect to the functions and duties transferred by the Administrator as specified in the bilateral agreement, under the Articles listed in paragraph (1) for United States-registered aircraft described in paragraph (4)(A) transferred abroad and accepts responsibility with respect to the functions and duties under those Articles for aircraft registered abroad and described in paragraph (4)(B) that are transferred to the United States.

(3) CONDITIONS.—The Administrator may predicate, in the agreement, the transfer of functions and duties under this subsection on