

denies the claim” are substituted for “the claim shall have been administratively denied by the Secretary and for sixty days thereafter” for clarity.

In subsection (d)(1), the words “a civil action of interpleader” are substituted for “an action in the nature of a bill of interpleader” because of the Federal Rules of Civil Procedure (28 App. U.S.C.). The words “persons that may be entitled to payment” are substituted for “such parties” for clarity.

In subsection (d)(2), the words “in which the action is brought” are added for clarity. The words “The order shall be” are added because of the restatement. The words “the court may order service on that person” are substituted for “it may direct service upon such persons unknown” as being more precise.

In subsection (d)(3), the words “in a civil action under this subsection” are substituted for “in any such suit” for clarity.

AMENDMENTS

2014—Subsec. (a)(2). Pub. L. 113-291, §1074(a)(1), inserted at end “A civil action shall not be instituted against the United States under this chapter unless the claimant first presents the claim to the Secretary of Transportation and such claim is finally denied by the Secretary in writing and notice of the denial of such claim is sent by certified or registered mail.”

Subsec. (c). Pub. L. 113-291, §1074(a)(2), added subsec. (c) and struck out former subsec. (c). Prior to amendment, text read as follows: “When an insurance claim is made under this chapter, the period during which, under section 2401 of title 28, a civil action must be brought under subsection (a) of this section is suspended until 60 days after the Secretary of Transportation denies the claim. The claim is deemed to be administratively denied if the Secretary does not act on the claim not later than 6 months after filing, unless the Secretary makes a different agreement with the claimant when there is good cause for an agreement.”

1998—Subsec. (a). Pub. L. 105-277 amended heading and text of subsec. (a) generally. Prior to amendment, text read as follows: “A person may bring a civil action in a district court of the United States against the United States Government when a loss insured under this chapter is in dispute. A civil action involving the same matter (except the action authorized by this subsection) may not be brought against an agent, officer, or employee of the Government carrying out this chapter. To the extent applicable, the procedure in an action brought under section 1346(a)(2) of title 28 applies to an action under this subsection.”

EFFECTIVE DATE OF 2014 AMENDMENT

Pub. L. 113-291, div. A, title X, §1074(b), Dec. 19, 2014, 128 Stat. 3519, provided that: “The amendments made by subsection (a) [amending this section] shall apply with respect to a claim arising after the date of the enactment of this Act [Dec. 19, 2014].”

§ 44310. Ending effective date

(a) IN GENERAL.—The authority of the Secretary of Transportation to provide insurance and reinsurance under any provision of this chapter other than section 44305 is not effective after December 11, 2014.

(b) INSURANCE OF UNITED STATES GOVERNMENT PROPERTY.—The authority of the Secretary of Transportation to provide insurance and reinsurance for a department, agency, or instrumentality of the United States Government under section 44305 is not effective after December 31, 2019.

(Pub. L. 103-272, §1(e), July 5, 1994, 108 Stat. 1173; Pub. L. 105-85, div. A, title X, §1088(a), Nov. 18, 1997, 111 Stat. 1921; Pub. L. 105-137, §5(a), Dec. 2, 1997, 111 Stat. 2641; Pub. L. 105-277, div. C, title

I, §110(c)(2), Oct. 21, 1998, 112 Stat. 2681-588; Pub. L. 106-6, §6, Mar. 31, 1999, 113 Stat. 10; Pub. L. 106-31, title VI, §6002(f), May 21, 1999, 113 Stat. 113; Pub. L. 106-181, title VII, §711, Apr. 5, 2000, 114 Stat. 160; Pub. L. 108-11, title IV, §4001(c), Apr. 16, 2003, 117 Stat. 606; Pub. L. 108-176, title I, §106(d), Dec. 12, 2003, 117 Stat. 2499; Pub. L. 110-181, div. A, title III, §378, Jan. 28, 2008, 122 Stat. 85; Pub. L. 113-46, div. A, §154, Oct. 17, 2013, 127 Stat. 565; Pub. L. 113-66, div. A, title X, §1093, Dec. 26, 2013, 127 Stat. 878; Pub. L. 113-76, div. L, title I, §119E(c), Jan. 17, 2014, 128 Stat. 582; Pub. L. 113-164, §148(c), Sept. 19, 2014, 128 Stat. 1874; Pub. L. 113-235, div. L, §102(c), Dec. 16, 2014, 128 Stat. 2767; Pub. L. 114-328, div. A, title X, §1046, Dec. 23, 2016, 130 Stat. 2395.)

HISTORICAL AND REVISION NOTES

Revised Section	Source (U.S. Code)	Source (Statutes at Large)
44310	49 App.:1542.	Aug. 23, 1958, Pub. L. 85-726, §1312, 72 Stat. 806; July 20, 1961, Pub. L. 87-89, 75 Stat. 210; June 13, 1966, Pub. L. 89-447, 80 Stat. 199; Sept. 8, 1970, Pub. L. 91-399, 84 Stat. 837; Aug. 9, 1975, Pub. L. 94-90, §2, 89 Stat. 439; July 31, 1976, Pub. L. 94-374, 90 Stat. 1065; Nov. 9, 1977, Pub. L. 95-163, §6, 91 Stat. 1280; Oct. 14, 1982, Pub. L. 97-309, §3, 96 Stat. 1453; Oct. 30, 1987, Pub. L. 100-148, 101 Stat. 878; Oct. 31, 1992, Pub. L. 102-581, §402, 106 Stat. 4897.

The words “is not effective after” are substituted for “shall expire at the termination of” for clarity and consistency in the revised title.

AMENDMENTS

2016—Subsec. (b). Pub. L. 114-328 substituted “December 31, 2019” for “December 31, 2018”.

2014—Subsec. (a). Pub. L. 113-235 substituted “December 11, 2014” for “the date specified in section 106(3) of the Continuing Appropriations Resolution, 2015”.

Pub. L. 113-164 substituted “the date specified in section 106(3) of the Continuing Appropriations Resolution, 2015” for “September 30, 2014”.

Pub. L. 113-76 substituted “September 30, 2014” for “the date specified in section 106(3) of the Continuing Appropriations Act, 2014”.

2013—Pub. L. 113-66 designated existing provisions as subsec. (a) and inserted heading, substituted “any provision 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 other-

wise 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

Sec.

- 44501. Plans and policy.
- 44502. General facilities and personnel authority.
- 44503. Reducing nonessential expenditures.
- 44504. Improved aircraft, aircraft engines, propellers, and appliances.
- 44505. Systems, procedures, facilities, and devices.
- 44506. Air traffic controllers.
- 44507. Civil aeromedical research.
- 44508. Research advisory committee.
- 44509. Demonstration projects.
- 44510. Airway science curriculum grants.
- 44511. Aviation research grants.
- 44512. Catastrophic failure prevention research grants.
- 44513. Regional centers of air transportation excellence.
- 44514. Flight service stations.
- 44515. Advanced training facilities for maintenance technicians for air carrier aircraft.
- 44516. Human factors program.
- 44517. Program to permit cost sharing of air traffic modernization projects.

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 Air-

way 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 Administration shall prepare and publish annually a national aviation research plan and submit the plan to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Science of the House of Representatives. The plan shall be submitted not later than the date of submission of the President's budget to Congress.

(2)(A) The plan shall describe, for a 5-year period, the research, engineering, and development that the Administrator of the Federal Aviation Administration considers necessary—

(i) to ensure the continued capacity, safety, and efficiency of aviation in the United States, considering emerging technologies and forecasted needs of civil aeronautics; and

(ii) to provide the highest degree of safety in air travel.