

# JERRY MORAN

## H.R. 302 – The *FAA Reauthorization Act of 2018* Sen. Moran Provisions and Highlights for Kansas

- **Bolsters aviation manufacturing by streamlining the aircraft certification process.** These reforms will strengthen U.S. aviation sales and exports, help bring new safety technology to market and more effectively utilize the resources of the FAA and general aviation industry. Also included is language from an [amendment](#) previously offered by Sen. Moran ordering that the FAA Aircraft Registry office be exempt from closure during a government shutdown that would otherwise prevent the delivery of newly manufactured aircraft.
- **Reauthorizes the FAA Center of Excellence for Advanced Materials at Wichita State University.** Advanced materials research at WSU has played a critical role in the evolution and integration of aircraft materials and technologies by providing invaluable research to validate the safety and integrity of new aircraft to the general public.
- **Helps close the skills gap in the aviation workforce.** Sen. Moran is an [original cosponsor of legislation](#), included in the FAA bill in its entirety, to create a pilot program within the FAA through which grants would be authorized to support technical education and career development.
- **Reduces regulatory barriers for educational use of drones.** Last Congress, Sen. Moran was the [co-lead of legislation](#) to reduce barriers for the use of small unmanned aerial systems (UAS) at institutes of higher education. This legislation is included in the reauthorization.
- **Accelerates the safe integration of innovative UAS technology.** In May, the U.S. Department of Transportation (DOT) announced winners of its UAS Integration Pilot Program (IPP), giving 10 states and communities license to expand drone operations and experiment with new forms of regulating them, including the state of Kansas. Sen. Moran believes the IPP is a reasonable compromise and path forward to address the issue of airspace sovereignty, and requested language to codify the IPP and allow the DOT to expand the program, which was included in this bill.
- **Establishes fair treatment of UAS by tribal governments.** The bill amends the definition of “public aircraft” to include UAS that are owned and operated by a tribal government.
- **Strengthens the Federal Contract Tower Program.** Kansas is home to eight air traffic control towers that participate in the FAA’s FCT program, or contract towers, which provide important safety services at small airports nationwide in a cost-effective manner, saving the FAA approximately \$200 million annually. This FAA reauthorization bill includes several reforms to strengthen the FCT program that Sen. Moran requested in a May 2017 [letter](#) to the Commerce Committee.
- **Provides access and flexibility for additional airport construction funding.** Sen. Moran is an [original cosponsor of legislation](#) that makes the construction of contract towers eligible for grants under the existing AIP Small Airport fund. Certain Kansas airports such as Manhattan and Hutchinson, will have

the ability to build or replace contract towers and secure needed equipment to help enhance air traffic safety.

- **Reauthorizes the FAA's Essential Air Service (EAS) Program connecting rural airports to the national system.** This bill reauthorizes the EAS program for five years. Sen. Moran has long been an advocate for the EAS program that helps ensure small airports and rural communities are connected to the national air transportation system. Kansas airports currently participating in the FAA's EAS program include Garden City, Hays and Salina.
- **Safeguards small airports in the event of sudden, lost commercial service.** Previously, Sen. Moran has sponsored the [Small Airport Regulation Relief Act](#) to make certain airports such as Hays Regional and Liberal Mid-America would not lose Federal Airport Improvement Program funding due to inconsistent commercial service through no fault of their own. Regional airlines that serve these airports have struggled due to a nationwide shortage of pilots, often leading to abrupt cancellations of service. The *Small Airport Regulation Relief Act*, which passed the Senate last Congress but was ultimately not included in the FAA extension that expired September 30, 2018, has been included in full in this bill.
- **Increases fairness and reduces regulation for general aviation projects and activities.** Sen. Moran is a cosponsor of the [FLIGHT Act](#), legislation to more effectively target AIP funding to general aviation airports and provide those airports with additional flexibility on their use of passenger facility charges. Several provisions from this legislation are included in this bill.
- **Fosters the exchange of aircraft through fair regulatory treatment in airplane joint-ownership.** Sen. Moran has championed a provision directing the Secretary of the Department of Transportation to revise regulations to ensure multi-year lessees and aircraft owners are treated equally for the purposes of joint ownership under FAA policies. By combining the cost-savings benefits of joint ownership with the risk-mitigating benefits of leasing, this language helps foster the exchange of aircraft and enhances the aviation industry.
- **Protects Aircraft Lessors from unfair lawsuits.** Last Congress, Sen. Moran offered an [amendment](#) to tighten an existing regulation that would establish federal preemption protections against state aircraft liability claims to protect aircraft equipment lessors from personal injury or property damage suits, unless resulting from active negligence or misconduct by the lessor. This language is featured in the final legislation.
- **Preserves the Contract Weather Observers program.** In recent years, the FAA has proposed eliminating the CWO program at airports such as Wichita's Dwight D. Eisenhower Airport. Sen. Moran has fought against elimination of the CWO program to preserve the highest levels of safety at airports like ICT that encounter severe weather – such as lightning or tornadoes.
- **Highlights the need for talented women in the aviation workforce and facilitates their recruitment.** Women comprise only four percent of flight engineers, six percent of pilots and 26 percent of air traffic controllers – representing a significant untapped pool of talent for the aviation industry. Included in the FAA bill in full is [legislation Sen. Moran cosponsored](#) that specifically directs the FAA to create and facilitate an Advisory Board to promote organizations and programs that are providing education, training, mentorship, outreach and recruitment to women into aviation.