

Summary of Changes to H.R. 2997, as ordered reported, Included in Rules Committee Print 115-25

- 1. Section 101.** Authorized levels of funding for the Airport Improvement Program (AIP) were reduced in fiscal years 2018 and 2023 by 4.8 percent and in each of the fiscal years 2019 through 2022 by 2.4 percent to reflect the revised CBO baseline.
- 2. Section 103.** Authorized levels of funding for Federal Aviation Administration (FAA) Operations is split between the General Fund and the Airport and Airways Trust Fund. Adjustments were made between the accounts for each of the fiscal years 2018 through 2020, and overall funding was then increased by less than 1 percent for each of those fiscal years to reflect the revised CBO baseline.
- 3. Section 643.** Section was added by the Committee on Budget to revise discretionary spending limits.
- 4. Title VII.** Title was added by the Committee on Science, Space, and Technology, which reauthorizes FAA research and development (R&D) programs for fiscal years 2018-2023. It also provides for the appointment of an FAA Associate Administrator for Research and Development, requires a plan in the event of the transition of FAA R&D activities to a non-federal entity, revises requirements with respect to the FAA's five-year roadmap for the introduction of civil UAVs into the national airspace system including a description of how the FAA plans to use R&D to integrate drones into the system, directs the FAA to coordinate with NASA to research the collision of drones with manned aircraft, establishes R&D programs to improve the cybersecurity of civil aircraft, civilian air traffic surveillance over oceans and other remote locations, and single-piloted cargo aircraft with remote piloting and computer piloting, and calls for a research plan for certification and implementation of new technologies into the national airspace system.
- 5. Title VIII.** Title was added by the Committee on Ways and Means, which extends all nine current law aviation taxes through FY 2023 to match the six-year FAA reauthorization. Beginning in FY2021 when the new entity is operational and user fees would commence, all nine current taxes would be proportionally reduced (by about 80 percent) in order to cover the funding of the AIP. These reduced taxes would apply during the last three years of the six-year reauthorization period.