

groups at the FAA. The ATC training program is rigorous and there is a significant amount of attrition as trainees advance through the process. The Committee directs the FAA to report to the House and Senate Committees on Appropriations data detailing the level of attrition through the training process by both gender and race and national origin within 45 days of enactment of this act.

*Unmanned Aircraft Systems [UAS]—Broadcast Media.*—The Committee urges the FAA to consider the important public interest role of credentialed newsgatherers in disseminating critical information to the public following major news events and natural disasters. The Committee further urges the FAA to immediately establish procedures to enable credentialed news and broadcast media, in coordination with public safety officials and Air Traffic Control, if necessary, to use UAS to gather images and information and to inform the public and disseminate information during and following emergencies and natural disasters, including at night, over people and beyond the line of sight of the UAS operator.

*Unmanned Aircraft Systems—Electronic Registration.*—The Committee supports the FAA's electronic registration system to register UAS, as opposed to the current paper-based FAA Aircraft Registry system for manned aircraft. The Committee believes that online, interactive education program links on the electronic registration process would provide the education necessary to reduce the risk of unknowing or negligent mistakes by recreational operators of small unmanned aircraft thus promoting aviation safety. Therefore, the Committee directs the FAA to include in its electronic registration system for recreational operators a link for registrants to undergo a suitable and interactive online education and training program. The Committee also directs the FAA to report to the House and Senate Committees on Appropriations on the implementation of such online interactive training for registrants, including the number of registrants who have attempted and completed the training course, and recommendations for any improvements or changes to this system within 120 days of enactment of this act. Further, the Committee recommends the FAA to develop an online aeronautical knowledge test in order to obtain remote pilot certificates and report to the House and Senate Committees on Appropriations within 120 days of enactment of this act.

*Unmanned Aircraft Systems Field Testing.*—The Committee directs the FAA to clarify the regulations governing UAS and consider utilizing airspace in rural and geographically challenging areas to conduct field testing.

*Landing Strips.*—The Committee finds that backcountry landing strips on Federal lands are important assets to the national aviation infrastructure. The Committee recommends the FAA assist Federal Land Managers, including but not limited to the Bureau of Land Management, United States Forest Service, and National Park Service in charting airstrips located on Federal Lands that are and may be useful for administrative, recreational, and emergency purposes.

*Contract Weather Observers.*—The FAA's Contract Weather Observer [CWO] program provides operationally significant weather information and support to the entire aviation community. CWO

safety professionals observe and report operationally significant weather conditions at airports across the country. These trained specialists augment the Automated Surface Observing System [ASOS], which detects and reports basic weather information for aviation and forecasting. The Committee continues to have serious concerns about the FAA's proposal to eliminate the CWO program. Air traffic controllers perform a critical role, managing separation of aircraft, and are required to remain inside of their towers. By law, weather observing would be their lowest priority duty. Adding this responsibility to the other important duties of air traffic controllers would seriously degrade the speed and accuracy of operationally-significant weather observations and reduce air traffic control coverage, particularly at a time when air traffic controller staffing shortages are a continuing issue for the FAA. The Committee therefore rejects the budget request to eliminate the CWO program.

*Medical Kits.*—The Committee directs the FAA to undertake a rulemaking to evaluate and revise the regulations under part 121 of title 14, Code of Federal Regulations, regarding the emergency medical requirements, including the contents of the first-aid kit, applicable to all certificate holders operating passenger-carrying airplanes under that party. In conducting this rulemaking, the Administrator should consider whether the minimum contents of approved emergency medical kits, including approved first-aid kits, include appropriate medications and equipment to meet the emergency medical needs of children.

*Aviation Events.*—The Committee directs FAA to use existing resources to provide air traffic control and safety support services at major aviation events hosted annually for the general aviation community. The Committee recognizes that these services are paid for using the aviation fuel tax excise collected from general aviation users. Recognizing continual funding constraints, the Committee instructs the FAA to utilize appropriate resources to maintain the safe and efficient movement of aircraft based on projected airspace congestion at major aviation events.

*Space Launch System.*—The Committee commends the FAA Office of Commercial Space Transportation's efforts to promote private sector lunar exploration and development. The Committee encourages the FAA to explicitly define non-interference and to enhance its payload review process to provide companies planning private sector lunar development with the security and predictability necessary to support substantial investments. The Committee also encourages the office, in collaboration with the Commercial Space Transportation Advisory Committee, to engage in conversation with National Aeronautics and Space Administration [NASA] to explore the lift power and capacity of the Space Launch System [SLS] as a means of facilitating commercial-space efforts, in accordance with the Commercial Space Launch Act, in which the SLS sometimes serves in an infrastructure-building role to speed the transport of large-volume payloads and non-profit or cost-sharing payloads, and payloads benefit from being launched into lunar orbit together.

*Commercial Space.*—The FAA is directed to provide a report on the findings regarding a June 2015 catastrophic launch failure by