



Below is the full list of amendments that were considered and voted on by the House during its consideration of H.R. 4, FAA Reauthorization Act of 2018. The description of the amendments come from the sponsoring office, not the TWU. Amendments in regular text were passed; bold text amendments failed; and italicized amendments were withdrawn by its sponsor and therefore not voted on.

1. Shuster (PA) manager's amendment #243.
2. Lewis, John (GA) #133 (revised) – Allows AIP and PFC funds to purchase generators in passenger areas of the airport, to separate backup power supplies from main power supplies, and for similar projects.
3. Soto (FL) #22 – Requires sinks or sanitizing equipment to be provided in any Mothers' Rooms at airports.
4. Watson Coleman (NJ) #109 – Requires medium or large hub airports to maintain baby changing tables in one men's and one women's restroom in each passenger terminal building.
5. McMorris Rodgers (WA) #175 – Exempts Airports with more than 25,000 passenger enplanements in calendar year 2014 from any cost-share requirements under the contract tower program.
6. Westerman (AR), Lipinski (IL) #3 – Clarifies the application of Qualifications-Based Selection procedures on airport projects.
7. Krishnamoorthi (IL), Torres (CA), Roskam (IL), Bass (CA) #14 – Adds "economic impacts" to the study on the effects of airport noise on communities near busy airports.
8. Jayapal (WA) #60 (revised) – Adds the city of Seattle to the list of communities to be studied on the potential health impacts of overflight noise.
9. Lipinski (IL) #130 (revised) – Adds contract tower construction as an eligible activity under 49 USC 47116, the AIP small airport fund.
10. Smith, Adrian (NE), Cheney (WY) #195 (revised) – Extends small airport regulatory relief for Fiscal Years 2018, 2019, and 2020.
11. Torres (CA) #149 (revised) – Amends section 158, the Environmental Mitigation Pilot Program, to allow DOD to provide additional funding for mitigation projects on sites previously managed by DOD.
12. Lieu (CA), Bass (CA) #91 – Requires a report from the Secretary of Transportation and the National Research Council on aviation gasoline that assesses non-leaded fuel alternatives to the aviation gasoline used by piston-powered general aviation aircraft.
13. Roskam (IL), Speier (CA) #43 – Directs the FAA Administrator to study the relationship between jet aircraft approach and takeoff speeds and corresponding noise impacts on communities surrounding airports. Requires the FAA Administrator to submit the results of the study in a report to Congress.

14. Meng (NY), Khanna (CA), Bass (CA) #38 – Permits the Secretary to carry out an aircraft noise, emission, and fuel burn reduction research and development program (CLEEN II).
15. Bass (CA), Lieu (CA) #127 – Requires a Report to Congress on the status of Terminal Sequencing and Spacing (TSAS) implementation across all completed NextGen Metroplexes with specific information provided by airline regarding the adoption and equipping of aircraft and the training of pilots in its use.
16. Speier (CA), Bass (CA), Beyer (VA), Meng (NY), Norton (DC), Chu (CA), Quigley (IL) #123 – Requires a GAO report studying: (1) while maintaining safety as the top priority, whether air traffic controllers and airspace designers are trained on noise and health impact mitigation in addition to efficiency; and (2) the prevalence of vectoring flights due to over-crowded departure and arrival paths, and alternatives to this practice.
17. Denham (CA), Costa (CA) #142 – Harmonizes the statute of limitations for environmental reviews under section 1309 of P.L. 114-94 with other Department of Transportation projects.
18. McSally (AZ) #249 – Adds a representative to the Safety Oversight and Certification Advisory Committee for airport owners and operators.
19. Kildee (MI), Boyle (PA) #199 – Requires the FAA to allow airports to use non-fluorinated chemicals in firefighting foam as long as it abides by the National Fire Protection Association’s standards.
20. Estes, Ron (KS), Lewis, Jason (MN), Ferguson (GA) #45 (revised) – Expands the scope of the FAA Task Force on Flight Standards Reform to address issues involving flight standards offices and aircraft original equipment manufacturers.
21. Soto (FL) #170 – Requires the Administrator to also consider the potential emergency medical needs of pregnant women when evaluating the minimum contents of approved medical kits – currently the bill only specifies the consideration of children’s emergency medical needs.
22. Keating (MA) #163 (revised) – Directs FAA to lead efforts to improve workforce readiness, and directs GAO to include in their report recommendations for strengthening and developing aviation workforce training programs.
23. Long (MO) #225 – Directs the FAA Administrator to review the current safety procedures regarding unoccupied exit rows on commercial aircraft.
24. Crist (FL) #200 – Commissions a GAO study on whether or not FAA “Compliance Philosophy” – favoring communication over enforcement – is effective.
25. Sanford (SC), Davis, Rodney (IL) #160 - Clarifies and tightens the 336 modelers exemption to ensure that those utilizing the exemption are following an appropriate course of safety, and allows the FAA to create rules for recreational UAS.
26. DeFazio (OR) #136 – Modifies existing prohibition in regard to FAA issuing any regulation on model aircraft flown for hobby/recreational purposes and provides FAA flexibility to collaborate with industry to update operational parameters needed for unmanned aircraft flown for hobby/recreational purposes, to mitigate risks to aviation safety and national security.
27. Hanabusa (HI), Gabbard (HI), Hartzler (MO) #171 – Ensures the role of state and local government is considered during an emergency situation where an unmanned aircraft system may pose a threat to public safety.

28. Lewis, Jason (MN) #188 – Codifies the Department of Transportation’s Unmanned Aircraft Systems Integration Pilot Program.
29. Schiff (CA), Bass (CA) #178 – Directs FAA to establish a program to utilize available remote detection and identification technologies for safety oversight, including enforcement actions against operators of unmanned aircraft systems that are not in compliance with applicable Federal aviation laws, including regulations. Requires annual reporting by FAA to Congress to report the number of drones entering restricted airspace, the number of enforcement cases brought by FAA or other agencies, and recommendations by FAA for detection and mitigation systems.
30. Grothman (WI) #198 – Requires the FAA Administrator to issue regulations necessary to authorize the use of certain actively tethered public unmanned aircraft systems by government public safety agencies without any requirement to obtain a certification of waiver, certificate of authorization, or other approval from FAA.
31. Cramer, Kevin (ND) #15 – Revised Requires the FAA, NTIA and the FCC to submit to Congress a report on whether UAS operations should be permitted to operate on spectrum designated for aviation use. The report would also include recommendations of other spectrum frequencies (such as LTE) that may be appropriate for flying UAS.
32. LoBiondo (NJ), Larsen, Rick (WA) #189 – Requires the FAA to review interagency coordination and standards for the authorized federal use of C-UAS systems.
33. Davis, Susan (CA) #111 – Directs the FAA to partner with nongovernmental organizations, state, and local agencies to prevent recreational unmanned aircrafts from interfering with the efforts of emergency responders.
34. Sanford (SC), Mitchell (MI), Lipinski (IL), Brownley (CA) #158 – Aligns the FAA’s critical programs supporting UAS integration and the development of commercial UTM.
35. Cicilline (RI) #137 – Requires air carriers to outline rebooking options, refunds, meals, and lodging to the public in instances where a customer’s flight is diverted.
36. Cárdenas , Tony (CA) #120 – Requires a study on the impact of overbooking policies of air carriers on the US economy, including effects on cost to passengers.
37. Meng (NY) #34 – Requires GAO to submit a report to Congress reviewing airlines’ training policies for employees and contractors regarding racial, ethnic, and religious nondiscrimination, and requires the Secretary of Transportation to develop and disseminate best practices based upon the findings of the report.
38. Bonamici (OR) #99 – Creates the position of Aviation Consumer Advocate at the FAA. The Aviation Consumer Advocate would assist consumers in resolving complaints with air carriers, recommend actions the FAA could take to improve enforcement of consumer protection rules, and recommend policies to more effectively resolve complaints.
39. Langevin (RI) #1 – Ensures passengers with disabilities receive timely and effective assistance at the airport and on the aircraft. Personnel providing physical assistance to passengers with disabilities may be required to receive hands on training to perform assistance and use any needed equipment.

40. O'Halleran (AZ), Young, Don (AK) #232 (revised) – Requires the Comptroller General to include in its report an analysis of the impact of any option for EAS reform on local communities with airports receiving EAS funding.
41. Higgins, Clay (LA) #21 – Requires the Administrator of the FAA to initiate a pilot program to permit the operator of a Stage 2 airplane to operate that airplane in non-revenue service into medium hub airports or non-hub airports if certain parameters are met.
- 42. DeFazio (OR) #89 – Repeals a prohibition on U.S. regulation of air transportation of flammable lithium batteries unless there has been an accident. Restores the DOT's authority to regulate lithium batteries beyond international baselines, without waiting for an accident to occur.**
43. Espaillat (NY) #228 – States that not later than 1 year after the date of enactment of this Act, the Comptroller General of the United States shall conduct a study that examines the ground transportation options at the Nation's 10 busiest airports in order to understand the impact of new and emerging transportation options for travelers to get into and out of airports, including the fees charged to ground transportation providers for airport access.
44. Cuellar (TX), Hurd (TX), Peters, Scott (CA), Doggett (TX), Castro (TX), Gonzalez, Vicente (TX), Smith, Lamar (TX) #147 (revised) – Allows slot swaps for air carriers at DCA.
45. Sanford (SC) #2 – Requires the GAO to study airport finances under §47107(b)(2) of title 49, United States code.
46. Cohen (TN), Woodall (GA) #11 – Alleviates delays in compliance with existing federal regulations to vet prospective pilots, by enabling 3rd party access to the National Driver Register.
47. Burgess (TX), Johnson, Hank (GA) #5 (revised) – Establishes prohibitions to prevent the use of unmanned aircraft systems as a weapon while operating in the national airspace.
48. Fleischmann (TN) #12 – States that the Administrator of the Federal Aviation Administration will encourage the use of durable, resilient, and sustainable materials, including the use of geosynthetic materials and other innovative technologies in carrying out the activities of the Federal Aviation Administration.
49. Perlmutter (CO), Polis (CO) #29 – Implements recommendations from the FAA's Rotorcraft Occupant Protection Working Group to require all newly manufactured helicopters to meet certain standards to improve helicopter fuel system crash resistance within 18 months.
50. Meng (NY) #35 – Requires the Secretary to issue a rule creating designated areas at airports at which pets and service animals travelling with their owners may relieve themselves.
51. Mitchell (MI) #41 – Establishes a pilot program with specified parameters for aircraft with certain NextGen avionics to have limited preferential access to certain airports designated by the Administrator of the Federal Aviation Administration. The pilot program has a sunset and a reporting requirement.
52. Mitchell (MI) #42 – Requires the Inspector General of the Department of Transportation to study the potential impacts of a significantly delayed, significantly diminished, or completely failed delivery of the Next Generation Air Transportation System modernization initiative by the Federal Aviation Administration, including impacts to the air traffic control system and the national airspace system as a whole.

53. *Crawford (AR) #44 – Allows the Federal Motor Carrier Safety Administration to enter into the normal rulemaking process, without the requirement for an Advanced Notice of Proposed Rulemaking. This will allow the Agency to address needed Hours of Service changes requested by organizations and private individuals which have been highlighted by government mandated electronic logging devices.*
54. DeGette (CO), Simpson (ID) #47 – Limits FAA regulation of non-federally sponsored property to facilitate airports' ability to generate non-aeronautical revenue.
55. Banks (IN) #48 – Designates the main hangar at Smith Field in Fort Wayne, Indiana, as the National Airmail Museum, as the United States Postal Service began commercial airmail service at Smith Field in 1930.
56. Sinema (AZ), Tipton (CO) #207 (Late) (Revised) – Directs the Administrator of the FAA to conduct a review of the effectiveness, safety, and consistency of its approval process for air tankers used for wildland firefighting, with the goal of developing standardized next-generation requirements for air tankers. Requires an FAA report to Congress describing the outcome of its review.
57. Biggs (AZ) #51 – Ensures the Secretary of Transportation must publicize for comment a cost-benefit analysis before implementing the additional baggage reporting requirements of 14 CFR 234.6.
58. Esty (CT), Titus (NV), Katko (NY), Walorski (IN), Stefanik (NY), Bustos (IL), Smith, Adam (WA), Walters, Mimi (CA), Valadao (CA), Comstock (VA), Johnson, Eddie Bernice (TX), Davis, Rodney (IL), Meng (NY), Denham (CA) #52 – Directs the Administrator of the Federal Aviation Administration to create and facilitate the Women in Aviation Advisory Board. The Board would promote organizations and programs that provide education, training, mentorship, outreach, and recruitment of women into the aviation industry.
59. Graves (MO) #54 – Creates A GAO study on the use of proprietary exclusive rights by airports.
- 60. Rohrabacher (CA), Bass (CA) #57 (Revised) – Ensures that aircraft transitioning from flight over ocean to flight over land fly at safe altitude and no lower than specific flight operations require.**
61. Kilmer (WA) #69 – Requires the FAA to consider the emergency preparedness needs of a community served by an airport when evaluating that airport's master plan under the Airport Improvement Program.
62. Panetta (CA), Crowley (NY), Meng (NY), Norton (DC), Quigley (IL), Schakowsky (IL), Smith, Adam (WA), Suozzi (NY), Bass (CA), Peters, Scott (CA), Raskin (MD), Eshoo (CA), Chu (CA), Rice, Kathleen (NY), Khanna (CA) Speirer (CA) #96 (revised) – Directs the Administration of the Federal Aviation Administration to evaluate alternative metrics to the current average day night level standard, such as, the use of actual noise sampling and other methods, to address community airplane noise concerns and provide a report to Congress.
- 63. King, Steve (IA) #221 – Ensures that none of the funds authorized by the Act are used to implement, administer, or enforce the prevailing wage requirements of the antiquated Davis-Bacon Act.**
64. Hill (AR) #85 – Requires the FAA to report on the status of the LIT VORTAC Agreement.
65. Lowey (NY) #116 – Requires the FAA to study and submit a report on the prevalence of allergic reactions on board flights, the reporting of reactions on flights, and the frequency of first aid inventory checks.
66. Fortenberry (NE) #186 – Allows Airport Improvement Program funds to be used to construct storage facilities to shelter snow removal, aircraft rescue, and firefighting equipment meeting certain conditions regardless of whether federal funding was used to acquire the equipment.

67. Beyer (VA), Norton (DC) Raskin (MD) #187 – Requires the FAA to review and revise helicopter flight paths for all helicopters, including military helicopters, flying in the National Capital Region — identifying and issuing new official paths if helicopters are able to fly at higher altitudes.

68. Smith, Adrian (NE), Cheney (WY) #192 – Directs the Comptroller General to assess the current state of the aviation workforce, barriers to entry to the aviation workforce, and options to increase the future supply of individuals in the aviation workforce.

69. Suozzi (NY), Bass (CA), Quigley (IL) #196 – Asks for a report on airline and passenger safety pertaining to aging commercial aircraft: the average age of commercial aircraft owned and operated by United States carriers, overall use of planes, including average lifetime of commercial aircraft, the number of hours the aircraft are in flight, and the impact of metal fatigue on aircraft safety, review on contractor assisted maintenance of commercial aircraft and re-evaluation of the rules on inspection of aging airplanes.

70. Waters (CA) #202 – Requires the FAA to issue a report on diversions of aircraft from Los Angeles International Airport (LAX) to Hawthorne Municipal Airport.

71. Pearce (NM) #215 – Makes a technical correction to the Military Airport Program (MAP) to ensure MAP benefits are available to all former installations, as was the original intent of the enacting law.

72. Fleischmann (TN) #218 (Late)– States if the Secretary determines that safety is not affected, highway specifications of a State may be used for airfield pavement construction and improvement at nonprimary airports with aircraft under 60,000 pounds.

73. Takano (CA) #224 (Late)– Provides a sense of Congress that the Administrator of the FAA and Secretary should produce a smart airports initiative plan that focuses on creating a more connected and consumer-friendly airport experience.

74. Speier (CA) #226 (Late) -Directs the FAA Administrator to review and evaluated the design and effectiveness of commercial airline oxygen masks, and determine whether changes to the design could increase correct passenger usage.

75. Lewis, Jason (MN) #233(Late) – Clarifies the MPOs established prior to December 18, 1991 should also have local elected officials on their governing boards.

76. Gibbs (OH), Beatty (OH) #235 – Amends age adjustment for Part 135 and Part 91 that perform at least 150,000 turbojet operations.

77. Hastings, Alcee (FL) #244 (Late) – Requires the FAA to study and submit to Congress a report on technologies developed by international entities that have been installed in American airports and aviation systems, and aviation safety technology implemented by international entities that may assist in improving American aviation operations and safety.

78. Lipinski (IL) #135 – Directs a DOT rulemaking to require airlines to interline and provide accommodations to passengers who are displaced due to events within an airline’s control.

79. Denham (CA), Cuellar (TX), Costa (CA) #140 – Clarifies the intent of the Federal Aviation Administration Authorization Act of 1994 for motor carrier meal and rest regulations.

80. Denham (CA) #141 – Sets a one year deadline for FAA to issue a rulemaking in accordance with Section 2209 of the FAA Extension, Safety, and Security Act of 2016 to establish procedures for unauthorized UAV use over critical infrastructure.
81. González-Colón (PR), Young, Don (AK) #146 (revised) – Requires a study/assessment and data collection of the air cargo traffic in the Caribbean region.
82. Doggett (TX), Hurd (TX) #157 – Requires second-class medical certifications for operators of a commercial air balloon.
83. Carter, Buddy (GA), Grothman (WI), Himes (CT) #139 (Revised)– Requires federal agencies, in their cost-benefit analysis for acquisition of heavy equipment, to factor in renting as a viable alternative.
84. Comstock (VA), Harris (MD), Dunn (FL), Crist (FL), Beyer (VA), Posey (FL), Brown (MD) #179– Requires a study on possible funding options for a potential federal grant program for spaceport activities. Requires a report on a National Spaceports Policy which evaluates the national security and civil space launch demands; proposes policies designed to ensure a robust and resilient orbital and suborbital spaceport infrastructure; reviews the development and investments made by international competitors; and other aspects. Establishes an Office of Spaceports within the FAA to support, promote, and enable infrastructure improvements at FAA-licensed spaceports in the U.S.
85. Lance (NJ), Frankel (FL) #177 (revised) – Requires the FAA to study the economic impact of TFRs on local airports and recommend ways to mitigate negative effects, including but not limited to, the potential of using security procedures to allow limited use of certain airports during a TFR.
86. Jayapal (WA) #62 – Directs the FAA Administrator to conduct a study on the infrastructure needs of fast-growing airports.
- 87. Lynch (MA), Meng (NY), Norton (DC), Bass (CA), Chu (CA), Quigley (IL), Khanna (CA) #81 – Directs the FAA Administrator to engage and cooperate with air carriers to identify and facilitate opportunities for air carriers to retrofit aircraft with devices that mitigate noise, including vortex generators.**
- 88. Meng (NY) #24 – Requires the FAA to develop global-scale probabilistic convection guidance capability so that aircraft can avoid encounters with convection that causes turbulence.**
89. Meng (NY), Khanna (CA), Bass (CA) #30 (revised) – Requires the FAA to develop a 5-year aircraft noise research and mitigation strategy.
90. Meng (NY), Norton (DC), Khanna (CA), Bass (CA) #32 – Requires the FAA within 1 year of enactment of the bill to complete the ongoing evaluation of alternative metrics to the current Day Night Level (DNL) 65 standard.
91. Meadows (NC) #40 (revised) – Codifies a directive of President Clinton’s 1993 Executive Order 12866, Section 1(b)(8), which stipulates that, whenever possible, any new standards promulgated by the FAA shall be performance-based standards providing an equal or higher level of safety.
92. DeSaulnier (CA) #73 (revised) – Requires a review of the feasibility of expanding the use of systems capable of detecting wrong surface alignment.

93. DeSaulnier (CA) #75 – Requires recommendations to ensure aviation safety in the event of power outages at airports.
94. DeSaulnier (CA) #77 – Requires a review of the risks and benefits of equipping aircraft with runway awareness advisory systems.
95. DeSaulnier (CA) #78 – Requires a progress report on improving the Aviation Safety Information Analysis and Sharing program.
96. Zeldin (NY), Suozzi (NY), Meng (NY) #97 – Requires the FAA administrator to review the North Shore Helicopter Route to address the noise impact on affected communities, to improve altitude enforcement, and to assess alternatives including an all water route over the Atlantic Ocean.
97. Lawrence (MI), Lipinski (IL) #107 – Requires the FAA Administrator to conduct a study on the diversity of the cybersecurity workforce of the FAA in order to develop recommendations to increase the size, quality and diversity of such workforce.
98. Lawrence (MI), Lipinski (IL), Rosen (NV) #106 (revised) – Requires FAA to develop and transmit to Congress a report on cybersecurity and artificial intelligence standards plan for FAA operations.
99. Cárdenas , Tony (CA), Rosen (NV) #117 – Expresses a sense of Congress that the aviation industry should hire more of the Nation’s veterans.
100. Lipinski (IL) #183 – Directs a GAO study to quantify the costs and burdens imposed by significant airline network disruptions.
101. Moore, Gwen (WI) #9 – Authorizes FAA to take steps to improve compliance with the existing Department of Transportation Prompt Payment rule that requires subcontractors to be paid within a certain time period for satisfactory performance of their contracts. The amendment would also require the FAA to keep track of violations of this rule.
102. Thompson, Mike (CA) #209 – Adds two categories to the Robert T. Stafford Disaster Relief and Emergency Assistance Act eligibility.
103. Keating (MA), Murphy, Stephanie (FL) #166 – Requires the Administrator of FEMA to develop a strategy to coordinate emergency response plans with state, tribal, and local governments, first responders, utility companies, and medical facilities.
104. Graves, Garret (LA), Richmond (LA), Babin (TX) #180 (revised) – Allows for an arbitration process for those disputing their eligibility for assistance, or repayment of assistance, following a disaster.
105. Meadows (NC), Arrington (TX) #18 – Adds the Disaster Assistance Working Group of the Council of the Inspectors General on Integrity and Efficiency to the study conducted in SEC 622.
106. Blumenauer (OR) #164 (revised) – Authorizes FEMA to reimburse building code and floodplain managers for building inspections conducted on buildings damaged immediately after a natural disaster.
107. Graves, Garret (LA), Richmond (LA) #181 – Provides for reimbursement to state and local units of government for housing that produces cost-savings to comparable FEMA solutions.

108. Graves, Garret (LA), Richmond (LA), Babin (TX) #182 (revised) – Limits reductions in assistance for more than one building in a multi-structure educational, law enforcement, correctional, fire, or medical campus.

109. Jackson Lee (TX) #239 – Provides for a GAO report 240 days following enactment on long-term recovery efforts following Hurricane Andrew, September 11, 2001, Hurricane Katrina, Hurricane Ike, and Hurricane Sandy to better inform the Congress when catastrophic events occur that may require long-term recovery planning. The report will define a federal disaster long-term recovery, the stages of a long-term recovery, and the competence and capacity of FEMA to manage 2 or more major disasters of the magnitude exemplified—simultaneously. Further the GAO will report on lessons that may be applied to future long-term disaster recovery efforts. The GAO will report on what existing authority granted to FEMA to advise and make recommendations to the President regarding Presidential Disaster Declarations may be instructive regarding a Presidential long-term recovery disaster declaration.

110. Babin (TX), Graves, Garret (LA), Richmond (LA), Garamendi (CA) #119 – Prevents FEMA from recouping disaster relief funds that were previously certified by a FEMA Technical Assistance Contractor (TAC) as eligible, reasonable and reimbursable. Requires confirmation of the TAC determination through an audit by the DHS Inspector General.

111. Keating (MA), Murphy, Stephanie (FL) #165 – Requires Administrator of FEMA to provide training to state, local, and tribal governments, first responders, and facilities that store hazardous materials in the event of major disaster.

112. McClintock (CA) #26 – Strikes Section 451 of H.R. 4, which authorizes the Essential Air Service program.

113. Cartwright (PA), Lance (NJ), Webster (FL), Sanford (SC), Meadows (NC) #234 – Creates an interagency council on extreme weather, resilience, preparedness, and risk identification and management. It will improve each agency’s planning for extreme weather events, improve interagency coordination and planning, and help the federal government interface with state and local officials to develop regional plans to manage the risks associated with extreme weather events.

114. Duncan (TN), Lewis, Jason (MN) #159 – Establishes a national standard for hiring motor carriers.

115. Comstock (VA), Goodlatte (VA), Norton (DC), Mooney (WV), Beyer (VA), Brown (MD), Connolly (VA) #172 – Prohibits the Secretary of Transportation from expanding the perimeter, granting additional exemptions, or authorizing the transfer or exchange of existing exemptions with respect to flight operations at DCA.

116. Comstock (VA), Larsen, Rick (WA), McMorris Rodgers (WA), Bass (CA) #173 – Strikes a provision that proposes a contingency funding provision that would nullify the authorization for FAA’s environmental R&D programs entirely should appropriators decline to appropriate full funding to certain other unrelated programs.