

106TH CONGRESS
1ST SESSION

H. R. 985

To amend title 49, United States Code, concerning the treatment of certain aircraft as public aircraft.

IN THE HOUSE OF REPRESENTATIVES

MARCH 4, 1999

Mr. GALLEGLY (for himself, Mr. METCALF, Mr. ROHRABACHER, Mrs. TAUSCHER, Mr. HERGER, Mrs. THURMAN, Mr. NETHERCUTT, Mr. TAYLOR of Mississippi, Mr. FOLEY, Mr. OXLEY, Mr. WALSH, Mr. ENGLISH, Mr. HOBSON, Ms. DANNER, Mr. BILBRAY, Mr. CUNNINGHAM, Mr. MCKEON, Mr. SMITH of Washington, Mr. BOYD, and Mr. SAXTON) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To amend title 49, United States Code, concerning the treatment of certain aircraft as public aircraft.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Public Services Avia-
5 tion Act of 1999”.

6 **SEC. 2. PUBLIC AIRCRAFT DEFINED.**

7 Section 40102(a)(37) of title 49, United States Code,
8 is amended—

1 (1) in subparagraph (B)(ii)(I)—

2 (A) by inserting “, administration, or sup-
3 port” after “performance”; and

4 (B) by striking “such as” and inserting
5 “such as, but not limited to, public safety,”;
6 and

7 (2) by striking the last sentence and inserting
8 the following:

9 “A government-owned aircraft shall be considered to
10 be a public aircraft for the purposes of this part if
11 the aircraft is operated in the performance of a gov-
12 ernmental function (including any function referred
13 to in subparagraph (B)(ii)(I)) by a unit of govern-
14 ment on behalf of another unit of government pursu-
15 ant to a cost reimbursement agreement between the
16 units of government. In this paragraph, the term
17 ‘commercial purposes’ does not include the operation
18 of an aircraft pursuant to a cost reimbursement
19 agreement.”.

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