

# Union Calendar No. 109

118TH CONGRESS  
1ST SESSION

# H. R. 3935

[Report No. 118-138]

To amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

JUNE 9, 2023

Mr. GRAVES of Missouri (for himself, Mr. LARSEN of Washington, Mr. GRAVES of Louisiana, and Mr. COHEN) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

JULY 11, 2023

Reported with an amendment, committed to the Committee of the Whole House on the State of the Union, and ordered to be printed

[Strike out all after the enacting clause and insert the part printed in *italie*]

[For text of introduced bill, see copy of bill as introduced on June 9, 2023]

# **A BILL**

To amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes.

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; TABLE OF CONTENTS.**

4        (a) *SHORT TITLE.*—*This Act may be cited as the “Se-*  
 5 *curing Growth and Robust Leadership in American Avia-*  
 6 *tion Act”.*

7        (b) *TABLE OF CONTENTS.*—*The table of contents for*  
 8 *this Act is as follows:*

*Sec. 1. Short title; table of contents.*

**TITLE I—AUTHORIZATIONS AND FAA ORGANIZATIONAL REFORM**

*Subtitle A—Authorizations*

*Sec. 101. Airport planning and development and noise compatibility planning and programs.*

*Sec. 102. Facilities and equipment.*

*Sec. 103. Operations.*

*Sec. 104. Extension of miscellaneous expiring authorities.*

*Subtitle B—FAA Organizational Reform*

*Sec. 121. FAA leadership.*

*Sec. 122. FAA management board.*

*Sec. 123. Prohibition on conflicting pecuniary interests.*

*Sec. 124. Authority of Secretary and Administrator.*

*Sec. 125. Review of FAA rulemaking processes.*

*Sec. 126. Office of Innovation.*

*Sec. 127. Frank A. LoBiondo National Aerospace Safety and Security Campus.*

*Sec. 128. Technical Center for Advanced Aerospace.*

*Sec. 129. Office of NextGen sunset.*

*Sec. 130. FAA Ombudsman.*

*Sec. 131. Project dashboards and feedback portal.*

*Sec. 132. Sense of Congress on FAA engagement during rulemaking activities.*

*Sec. 133. Civil Aeromedical Institute.*

*Sec. 134. Management advisory council.*

*Sec. 135. Aviation noise officer.*

*Sec. 136. Chief Operating Officer.*

*Sec. 137. Report on unfunded capital investment needs of air traffic control system.*

*Sec. 138. Chief Technology Officer.*

*Sec. 139. Definition of air traffic control system.*

*Sec. 140. Peer review of Office of Whistleblower Protection and Aviation Safety Investigations.*

*Sec. 141. Cybersecurity lead.*

*Sec. 142. Reducing FAA waste, inefficiency, and unnecessary responsibilities.*

## TITLE II—GENERAL AVIATION

*Subtitle A—Expanding Pilot Privileges and Protections*

- Sec. 201. Reexamination of pilots or certificate holders.*
- Sec. 202. GAO review of Pilot's Bill of Rights.*
- Sec. 203. Expansion of BasicMed.*
- Sec. 204. Data privacy.*
- Sec. 205. Prohibition on using ADS-B data to initiate an investigation.*
- Sec. 206. Prohibition on N-Number profiteering.*
- Sec. 207. Accountability for aircraft registration numbers.*
- Sec. 208. Timely resolution of investigations.*
- Sec. 209. Expansion of volunteer pilot organization definition.*
- Sec. 210. Charitable flight fuel reimbursement exemptions.*
- Sec. 211. GAO report on charitable flights.*
- Sec. 212. All makes and models authorization.*
- Sec. 213. Response to letter of investigation.*

*Subtitle B—General Aviation Safety*

- Sec. 221. ADS-B safety enhancement incentive program.*
- Sec. 222. GAO report on ADS-B technology.*
- Sec. 223. Protecting general aviation airports from FAA closure.*
- Sec. 224. Ensuring safe landings during off-airport operations.*
- Sec. 225. Airport diagram terminology.*
- Sec. 226. Alternative ADS-B technologies for use in certain small aircraft.*
- Sec. 227. Airshow safety team.*
- Sec. 228. Tower marking notice of proposed rulemaking.*

*Subtitle C—Improving FAA Services*

- Sec. 241. Aircraft registration validity during renewal.*
- Sec. 242. Temporary airman certificates.*
- Sec. 243. Flight instruction or testing.*
- Sec. 244. Letter of deviation authority.*
- Sec. 245. National coordination and oversight of designated pilot examiners.*
- Sec. 246. BasicMed for examiners administering tests or proficiency checks.*
- Sec. 247. Designee locator tool improvements.*
- Sec. 248. Deadline to eliminate aircraft registration backlog.*
- Sec. 249. Part 135 air carrier certificate backlog.*
- Sec. 250. Logging flight time accrued in certain public aircraft.*
- Sec. 251. Flight instructor certificates.*
- Sec. 252. Consistency of policy application in flight standards and aircraft certification.*
- Sec. 253. Application of policies, orders, and guidance.*
- Sec. 254. Expansion of the regulatory consistency communications board.*
- Sec. 255. Exemption of fees for air traffic services.*
- Sec. 256. Modernization of special airworthiness certification rulemaking deadline.*
- Sec. 257. Termination of designees.*
- Sec. 258. Part 135 check airmen reforms.*

*Subtitle D—Other Provisions*

- Sec. 261. Required consultation with National Parks Overflights Advisory Group.*
- Sec. 262. Supplemental oxygen regulatory reform.*
- Sec. 263. Exclusion of gyroplanes from fuel system requirements.*

- Sec. 264. Airshow venue information, awareness, training, and education program.*
- Sec. 265. Low altitude rotorcraft and powered-lift operations.*
- Sec. 266. BasicMed in North America.*
- Sec. 267. Eliminate aviation gasoline lead emissions.*

### *TITLE III—AEROSPACE WORKFORCE*

#### *Subtitle A—Growing the Talent Pool*

- Sec. 301. Extension of aviation workforce development programs.*
- Sec. 302. Improving aviation workforce development programs.*
- Sec. 303. National Center for the Advancement of Aerospace.*
- Sec. 304. Cooperative Aviation Recruitment, Enrichment, and Employment Readiness Program.*
- Sec. 305. Repeal of duplicative or obsolete workforce programs.*
- Sec. 306. Civil airmen statistics.*
- Sec. 307. Bessie Coleman Women in Aviation Advisory Committee.*
- Sec. 308. Establishing a comprehensive web-based aviation resource center.*
- Sec. 309. Direct hire authority from UAS Collegiate Training Initiative.*

#### *Subtitle B—Improving Training and Rebuilding Talent Pipelines*

- Sec. 311. Joint aviation employment training working group.*
- Sec. 312. Airman knowledge testing working group.*
- Sec. 313. Airman Certification System Working Group and timely publication of standards.*
- Sec. 314. Air traffic control workforce staffing.*
- Sec. 315. Aviation safety workforce assessment.*
- Sec. 316. Military aviation maintenance.*

#### *Subtitle C—Engaging and Retaining the Workforce*

- Sec. 321. Airman’s medical bill of rights.*
- Sec. 322. Improved designee misconduct reporting process.*
- Sec. 323. Report on safe uniform options for certain aviation employees.*
- Sec. 324. Extension of Samya Rose Stumo national air grant fellowship program.*
- Sec. 325. Promotion of civil aeronautics and safety of air commerce.*
- Sec. 326. Educational and professional development.*
- Sec. 327. Human factors professionals.*
- Sec. 328. Aeromedical innovation and modernization working group.*
- Sec. 329. Frontline manager workload study.*
- Sec. 330. Age standards for pilots.*

### *TITLE IV—AIRPORT INFRASTRUCTURE*

#### *Subtitle A—Airport Improvement Program Modifications*

- Sec. 401. AIP definitions.*
- Sec. 402. Revenue diversion penalty enhancement.*
- Sec. 403. Extension of competitive access report requirement.*
- Sec. 404. Renewal of certain leases.*
- Sec. 405. Community use of airport land.*
- Sec. 406. Price adjustment provisions.*
- Sec. 407. Allowable project costs and letters of intent.*
- Sec. 408. Small airport letters of intent.*

- Sec. 409. Prohibition on use of AIP funds to procure certain passenger boarding bridges.*
- Sec. 410. Fuel infrastructure.*
- Sec. 411. Apportionments.*
- Sec. 412. PFC turnback reduction.*
- Sec. 413. Transfer of AIP supplemental funds to formula program.*
- Sec. 414. Small airport fund.*
- Sec. 415. Revision of discretionary categories.*
- Sec. 416. Terminal development.*
- Sec. 417. State block grant program.*
- Sec. 418. Innovative financing techniques.*
- Sec. 419. Long-term management plans.*
- Sec. 420. Alternative project delivery.*
- Sec. 421. Nonmovement area surveillance surface display systems pilot program.*
- Sec. 422. Repeal of obsolete criminal provisions.*
- Sec. 423. Limitation on certain rolling stock procurements.*
- Sec. 424. Regulatory application.*
- Sec. 425. National priority system formulas.*
- Sec. 426. Minority and disadvantaged business participation.*
- Sec. 427. Airport access roads in remote locations.*
- Sec. 428. Limited regulation of nonfederally sponsored property.*
- Sec. 429. Motorcoach enplanement pilot program.*
- Sec. 430. Populous counties without airports.*
- Sec. 431. Continued availability of aviation gasoline.*
- Sec. 432. AIP handbook update.*
- Sec. 433. GAO audit of airport financial reporting program.*
- Sec. 434. GAO review of nonaeronautical revenue streams at airports.*
- Sec. 435. Maintaining safe fire and rescue staffing levels.*
- Sec. 436. GAO study of onsite airport generation.*
- Sec. 437. Transportation demand management at airports.*
- Sec. 438. Coastal airports assessment.*
- Sec. 439. Airport investment partnership program.*
- Sec. 440. GAO study on per-trip airport fees for TNC consumers.*
- Sec. 441. Special rule for reclassification of certain unclassified airports.*
- Sec. 442. Permanent solar powered taxiway edge lighting systems.*
- Sec. 443. Secondary runways.*
- Sec. 444. Increasing the energy efficiency of airports and meeting current and future electrical power demands.*
- Sec. 445. Electric aircraft infrastructure pilot program.*
- Sec. 446. Curb management practices.*

*Subtitle B—Passenger Facility Charges*

- Sec. 461. PFC application approvals.*
- Sec. 462. PFC authorization pilot program implementation.*

*Subtitle C—Noise and Environmental Programs and Streamlining*

- Sec. 471. Streamlining consultation process.*
- Sec. 472. Repeal of burdensome emissions credit requirements.*
- Sec. 473. Expedited environmental review and One Federal Decision.*
- Sec. 474. Subchapter III definitions.*
- Sec. 475. Pilot program extension.*
- Sec. 476. Part 150 noise standards update.*
- Sec. 477. Reducing community aircraft noise exposure.*
- Sec. 478. Categorical exclusions.*

- Sec. 479. Critical habitat on or near airport property.*
- Sec. 480. Updating presumed to conform limits.*
- Sec. 481. Recommendations on reducing rotorcraft noise in District of Columbia.*
- Sec. 482. UFP study.*
- Sec. 483. Aviation and airport community engagement.*
- Sec. 484. Community Collaboration Program.*
- Sec. 485. Third party study on aviation noise metrics.*
- Sec. 486. Information sharing requirement.*

## *TITLE V—AVIATION SAFETY*

### *Subtitle A—General Provisions*

- Sec. 501. Zero tolerance for near misses, runway incursions, and surface safety risks.*
- Sec. 502. Global aviation safety.*
- Sec. 503. Availability of personnel for inspections, site visits, and training.*
- Sec. 504. Helicopter air ambulance operations.*
- Sec. 505. Global aircraft maintenance safety improvements.*
- Sec. 506. ODA best practice sharing.*
- Sec. 507. Training of organization delegation authority unit members.*
- Sec. 508. Clarification on safety management system information disclosure.*
- Sec. 509. Extension of Aircraft Certification, Safety, and Accountability Act reporting requirements.*
- Sec. 510. Don Young Alaska Aviation Safety Initiative.*
- Sec. 511. Continued oversight of FAA compliance program.*
- Sec. 512. Scalability of safety management systems.*
- Sec. 513. Finalize safety management system rulemaking.*
- Sec. 514. Improvements to aviation safety information analysis and sharing.*
- Sec. 515. Improvement of certification processes.*
- Sec. 516. Instructions for continued airworthiness aviation rulemaking committee.*
- Sec. 517. Clarity for supplemental type certificate requirements.*
- Sec. 518. Use of advanced tools in certifying aerospace products.*
- Sec. 519. Transport airplane and propulsion certification modernization.*
- Sec. 520. Engine fire protection standards.*
- Sec. 521. Risk model for production facility inspections.*
- Sec. 522. Secondary cockpit barriers.*
- Sec. 523. Review of FAA use of aerospace safety data.*
- Sec. 524. Part 135 duty and rest.*
- Sec. 525. Cockpit voice and video recorders.*
- Sec. 526. Flight data recovery from overwater operations.*
- Sec. 527. Emergency medical equipment on passenger aircraft.*
- Sec. 528. Navigation aids study.*
- Sec. 529. Remote towers.*
- Sec. 530. Weather reporting systems study.*
- Sec. 531. GAO study on expansion of the FAA weather camera program.*
- Sec. 532. Study on aviation safety in era of wireless connectivity.*
- Sec. 533. Ramp worker safety call to action.*
- Sec. 534. Safety data analysis for aircraft without transponders.*
- Sec. 535. Crash-resistant fuel systems in rotorcraft.*
- Sec. 536. Reducing turbulence on part 121 aircraft operations.*
- Sec. 537. Study on radiation exposure.*
- Sec. 538. Deterring crewmember interference.*
- Sec. 539. Cabin temperature standards.*
- Sec. 540. Cabin air quality.*

- Sec. 541. Evacuation standards for transport category airplanes.*  
*Sec. 542. Lithium-ion powered wheelchairs.*  
*Sec. 543. National simulator program policies and guidance.*  
*Sec. 544. GAO study on FAA National Simulator Program.*  
*Sec. 545. GAO study on FAA alignment with best available technologies and standards.*  
*Sec. 546. Advanced simulation training.*  
*Sec. 547. Incremental safety improvement.*

*Subtitle B—Aviation Cybersecurity*

- Sec. 571. Findings.*  
*Sec. 572. Aerospace product safety.*  
*Sec. 573. Federal Aviation Administration regulations, policy, and guidance.*  
*Sec. 574. Civil aviation cybersecurity rulemaking committee.*

*TITLE VI—AEROSPACE INNOVATION*

*Subtitle A—Unmanned Aircraft Systems*

- Sec. 601. Definitions.*  
*Sec. 602. Unmanned aircraft system test ranges.*  
*Sec. 603. Unmanned aircraft in the Arctic.*  
*Sec. 604. Public safety use of tethered UAS.*  
*Sec. 605. Special authority for unmanned aircraft systems.*  
*Sec. 606. Recreational operations of drone systems.*  
*Sec. 607. Airport safety and airspace hazard mitigation and enforcement.*  
*Sec. 608. Applications for designation.*  
*Sec. 609. Beyond visual line of sight rulemaking.*  
*Sec. 610. UAS traffic management.*  
*Sec. 611. Radar data pilot program.*  
*Sec. 612. Electronic conspicuity study.*  
*Sec. 613. Remote identification alternative means of compliance.*  
*Sec. 614. Part 107 waiver improvements.*  
*Sec. 615. Acceptable levels of risk and risk assessment methodology.*  
*Sec. 616. Environmental review.*  
*Sec. 617. Carriage of hazardous materials.*  
*Sec. 618. Unmanned aircraft system use in wildfire response.*  
*Sec. 619. Pilot program for UAS inspections of FAA infrastructure.*  
*Sec. 620. Drone infrastructure inspection grant program.*  
*Sec. 621. Drone education and workforce training grant program.*  
*Sec. 622. Drone workforce training program study.*  
*Sec. 623. UAS Integration Office.*  
*Sec. 624. Termination of Advanced Aviation Advisory Committee.*  
*Sec. 625. Unmanned and Autonomous Flight Advisory Committee.*  
*Sec. 626. NextGen Advisory Committee membership expansion.*  
*Sec. 627. Temporary flight restriction integrity.*  
*Sec. 628. Interagency coordination.*  
*Sec. 629. Review of regulations to enable unescorted UAS operations.*  
*Sec. 630. UAS operations over high seas.*  
*Sec. 631. Beyond BEYOND.*  
*Sec. 632. UAS integration strategy.*  
*Sec. 633. Authorization of appropriations for Know Before You Fly campaign.*  
*Sec. 634. Public aircraft definition.*



*Subtitle B—Advanced Air Mobility*

- Sec. 651. Definition.*
- Sec. 652. Powered-lift aircraft rulemakings.*
- Sec. 653. Powered-lift aircraft entry into service.*
- Sec. 654. Sense of Congress on preparation for entry into service of powered-lift aircraft.*
- Sec. 655. Infrastructure supporting vertical flight.*
- Sec. 656. Charting of aviation infrastructure.*
- Sec. 657. Advanced air mobility working group.*
- Sec. 658. Advanced air mobility infrastructure pilot program extension.*

*Subtitle C—Other Provisions*

- Sec. 681. Report on national spaceports policy.*
- Sec. 682. Intermodal transportation infrastructure improvement pilot program.*
- Sec. 683. Airspace access for high-speed aircraft.*
- Sec. 684. ICAO activities on new technologies.*
- Sec. 685. AIP eligibility for certain spaceport infrastructure.*
- Sec. 686. Commercial space transportation statistics.*
- Sec. 687. Report on certain infrastructure needs.*
- Sec. 688. Airspace integration for space launch and reentry.*

**TITLE VII—PASSENGER EXPERIENCE IMPROVEMENTS***Subtitle A—General Provisions*

- Sec. 701. Advertisements and solicitations for passenger air transportation.*
- Sec. 702. Modernization of consumer complaint submissions.*
- Sec. 703. Codification of consumer protection provisions.*
- Sec. 704. Extension of aviation consumer protection advisory committee.*
- Sec. 705. Removal of outdated references to passengers with disabilities.*
- Sec. 706. Extension of aviation consumer advocate reporting requirement.*
- Sec. 707. Air Carrier Access Act advisory committee.*
- Sec. 708. Passenger experience advisory committee.*
- Sec. 709. Streamlining of offline ticket disclosures.*
- Sec. 710. Ticket agent refund obligations.*
- Sec. 711. Updating passenger information requirement regulations.*
- Sec. 712. Mobility aids on board improve lives and empower all.*
- Sec. 713. Prioritizing accountability and accessibility for aviation consumers.*
- Sec. 714. Aircraft accessibility.*
- Sec. 715. Accessibility of websites, software applications, and kiosks for individuals with disabilities.*
- Sec. 716. Review of methods to report flight delay and cancellation statistics.*
- Sec. 717. Reimbursement for incurred costs.*
- Sec. 718. Airline operational resiliency plans.*
- Sec. 719. Family seating.*
- Sec. 720. Seat dimensions.*
- Sec. 721. Improved training standards for assisting passengers who use wheelchairs.*
- Sec. 722. Training standards for stowage of wheelchairs and scooters.*
- Sec. 723. Investigation of complaints.*
- Sec. 724. Standards.*

*Subtitle B—Air Traffic*

- Sec. 741. Transfers of air traffic systems acquired with AIP.*

- Sec. 742. NextGen programs.*
- Sec. 743. Airspace access.*
- Sec. 744. Airspace transition completion.*
- Sec. 745. FAA contract towers.*
- Sec. 746. FAA contract tower workforce audit.*
- Sec. 747. Aviation infrastructure sustainment.*
- Sec. 748. Air traffic control tower safety.*
- Sec. 749. Air traffic services data reports.*
- Sec. 750. Consideration of small hub control towers.*
- Sec. 751. Air traffic control tower replacement process report.*
- Sec. 752. FAA contract tower pilot program.*

*Subtitle C—Small Community Air Service*

- Sec. 771. Essential air service reforms.*
- Sec. 772. Essential air service authorization.*
- Sec. 773. Small community air service development program reform and authorization.*
- Sec. 774. GAO study on increased costs of essential air service.*

*TITLE VIII—MISCELLANEOUS*

- Sec. 801. Digitalization of FAA processes.*
- Sec. 802. FAA telework.*
- Sec. 803. Review of office space.*
- Sec. 804. Aircraft weight reduction task force.*
- Sec. 805. Audit of technical writing resources and capabilities.*
- Sec. 806. FAA participation in industry standards organizations.*
- Sec. 807. Sense of Congress on use of voluntary consensus standards.*
- Sec. 808. Required designation.*
- Sec. 809. Sensitive security information.*
- Sec. 810. Preserving open skies while ensuring fair skies.*
- Sec. 811. Commercial preference.*
- Sec. 812. Consideration of third-party services.*
- Sec. 813. Certificates of authorization or waiver.*
- Sec. 814. Wing-in-ground-effect craft.*
- Sec. 815. Quasiquicentennial of aviation.*
- Sec. 816. Federal contract tower wage determinations and positions.*
- Sec. 817. Internal process improvements review.*
- Sec. 818. Acceptance of digital driver's license and identification cards.*
- Sec. 819. Buckeye 940 release of deed restrictions.*
- Sec. 820. Federal Aviation Administration information technology system integrity.*
- Sec. 821. Briefing on radio communications coverage around mountainous terrain.*
- Sec. 822. Study on congested airspace.*
- Sec. 823. Administrative services franchise fund.*
- Sec. 824. Use of biographical assessments.*
- Sec. 825. Whistleblower protection enforcement.*
- Sec. 826. Final rulemaking on certain manufacturing standards.*
- Sec. 827. Remote dispatch.*
- Sec. 828. Employee assault prevention and response plans amendment.*
- Sec. 829. Crew member self-defense training.*
- Sec. 830. Formal sexual assault and harassment policies on air carriers and foreign air carriers.*
- Sec. 831. Interference with security screening personnel.*

- Sec. 832. Mechanisms to reduce helicopter noise.*
- Sec. 833. Technical corrections.*
- Sec. 834. Transportation of organs.*
- Sec. 835. Report on application approval timing.*
- Sec. 836. Study on air cargo operations.*
- Sec. 837. Next generation radio altimeters.*
- Sec. 838. Sense of Congress regarding safety and security of aviation infrastructure.*
- Sec. 839. Restricted category aircraft maintenance and operations.*
- Sec. 840. Report on telework.*
- Sec. 841. Crewmember pumping guidance.*
- Sec. 842. Aircraft interchange agreement limitations.*
- Sec. 843. Federal Aviation Administration Academy and facility expansion plan.*

*TITLE IX—NATIONAL TRANSPORTATION SAFETY BOARD  
AMENDMENTS ACT OF 2023*

- Sec. 901. Short title.*
- Sec. 902. Authorization of appropriations.*
- Sec. 903. Clarification of treatment of territories.*
- Sec. 904. Additional workforce training.*
- Sec. 905. Acquiring mission-essential knowledge and skills.*
- Sec. 906. Overtime annual report termination.*
- Sec. 907. Strategic workforce plan.*
- Sec. 908. Travel budgets.*
- Sec. 909. Retention of records.*
- Sec. 910. Nondisclosure of interview recordings.*
- Sec. 911. Closed unacceptable recommendations.*
- Sec. 912. Establishment of Office of Oversight, Accountability, and Quality Assurance.*
- Sec. 913. Miscellaneous investigative authorities.*
- Sec. 914. Public availability of accident reports.*
- Sec. 915. Ensuring accountability for timeliness of reports.*
- Sec. 916. Ensuring access to data.*
- Sec. 917. Public availability of safety recommendations.*
- Sec. 918. Improving delivery of family assistance.*
- Sec. 919. Updating civil penalty authority.*
- Sec. 920. Electronic availability of public docket records.*
- Sec. 921. Drug-free workplace.*
- Sec. 922. Accessibility in workplace.*
- Sec. 923. Most Wanted List.*
- Sec. 924. Technical corrections.*

*TITLE X—FREEDOM TO FLY ACT OF 2023*

- Sec. 1001. Short title.*
- Sec. 1002. Prohibition on implementation of vaccination mandate.*
- Sec. 1003. Prohibition on vaccination requirements for FAA contractors.*
- Sec. 1004. Prohibition on vaccine mandate for FAA employees.*
- Sec. 1005. Prohibition on vaccine mandate for passengers of air carriers.*
- Sec. 1006. Prohibition on implementation of a mask mandate.*
- Sec. 1007. Prohibition on mask mandates for FAA contractors.*
- Sec. 1008. Prohibition on mask mandate for FAA employees.*
- Sec. 1009. Prohibition on mask mandate for passengers of air carriers.*
- Sec. 1010. Definitions.*

1 **TITLE I—AUTHORIZATIONS AND**  
2 **FAA ORGANIZATIONAL REFORM**  
3 **Subtitle A—Authorizations**

4 **SEC. 101. AIRPORT PLANNING AND DEVELOPMENT AND**  
5 **NOISE COMPATIBILITY PLANNING AND PRO-**  
6 **GRAMS.**

7 (a) *AUTHORIZATION.*—Section 48103(a) of title 49,  
8 *United States Code, is amended—*

9 (1) *in paragraph (5) by striking “and” at the*  
10 *end;*

11 (2) *in paragraph (6) by striking the period at*  
12 *the end and inserting a semicolon; and*

13 (3) *by adding at the end the following:*

14 “(7) \$4,000,000,000 for fiscal year 2024;

15 “(8) \$4,000,000,000 for fiscal year 2025;

16 “(9) \$4,000,000,000 for fiscal year 2026;

17 “(10) \$4,000,000,000 for fiscal year 2027; and

18 “(11) \$4,000,000,000 for fiscal year 2028.”.

19 (b) *OBLIGATION AUTHORITY.*—Section 47104(c) of  
20 *title 49, United States Code, is amended in the matter pre-*  
21 *ceding paragraph (1) by striking “2023” and inserting*  
22 *“2028”.*

23 **SEC. 102. FACILITIES AND EQUIPMENT.**

24 *Section 48101(a) of title 49, United States Code, is*  
25 *amended—*

- 1           (1) *by striking paragraphs (1) through (5);*  
2           (2) *by redesignating paragraph (6) as para-*  
3 *graph (1); and*  
4           (3) *by adding at the end the following:*  
5           “*(2) \$3,375,000,000 for fiscal year 2024.*  
6           “*(3) \$3,425,000,000 for fiscal year 2025.*  
7           “*(4) \$3,475,000,000 for fiscal year 2026.*  
8           “*(5) \$3,475,000,000 for fiscal year 2027.*  
9           “*(6) \$3,475,000,000 for fiscal year 2028.*”.

10 **SEC. 103. OPERATIONS.**

11       (a) *IN GENERAL.*—Section 106(k)(1) of title 49,  
12 *United States Code, is amended—*

- 13           (1) *by striking subparagraphs (A) through (E);*  
14           (2) *in subparagraph (F) by striking the period*  
15 *at the end and inserting a semicolon;*  
16           (3) *by redesignating subparagraph (F) as sub-*  
17 *paragraph (A); and*  
18           (4) *by adding at the end the following:*  
19           “*(B) \$12,730,000,000 for fiscal year 2024;*  
20           “*(C) \$13,035,000,000 for fiscal year 2025;*  
21           “*(D) \$13,334,000,000 for fiscal year 2026;*  
22           “*(E) \$13,640,000,000 for fiscal year 2027;*  
23           *and*  
24           “*(F) \$13,954,000,000 for fiscal year 2028.*”.

1           (b)       *AUTHORIZED EXPENDITURES.*—Section  
2 106(k)(2)(D) of title 49, United States Code, is amended—

3                   (1) by striking clauses (i) through (v);

4                   (2) by redesignating clause (vi) as clause (i);

5       and

6                   (3) by adding at the end the following:

7                           “(ii) \$46,815,000 for fiscal year 2024.

8                           “(iii) \$52,985,000 for fiscal year 2025.

9                           “(iv) \$59,044,000 for fiscal year 2026.

10                          “(v) \$65,225,000 for fiscal year 2027.

11                          “(vi) \$71,529,000 for fiscal year  
12                           2028.”.

13           (c)       *AUTHORITY TO TRANSFER FUNDS.*—Section  
14 106(k)(3) of title 49, United States Code, is amended—

15                   (1) by striking “Notwithstanding” and inserting  
16       the following:

17                           “(A) *IN GENERAL.*—Notwithstanding”;

18                   (2) by striking “in each of fiscal years 2018  
19       through 2023,”; and

20                   (3) by adding at the end the following:

21                           “(B) *PRIORITIZATION.*—In reducing non-  
22       safety-related activities of the Administration  
23       under subparagraph (A), the Secretary shall  
24       prioritize such reductions from amounts other

1           *than amounts authorized under this subsection,*  
2           *section 48101, or section 48103.*

3                   “(C) *SUNSET.*—*This paragraph shall cease*  
4                   *to be effective after September 30, 2028.*”.

5 **SEC. 104. EXTENSION OF MISCELLANEOUS EXPIRING AU-**  
6                   **THORITIES.**

7           (a) *MARSHALL ISLANDS, MICRONESIA, AND PALAU.*—  
8           *Section 47115(i) of title 49, United States Code, is amended*  
9           *by striking “fiscal years 2018 through 2023” and inserting*  
10           *“fiscal years 2023 through 2028”.*

11           (b) *WEATHER REPORTING PROGRAMS.*—*Section*  
12           *48105 of title 49, United States Code, is amended by adding*  
13           *at the end the following:*

14                   “(5) *\$45,000,000 for each of fiscal years 2024*  
15                   *through 2026.*

16                   “(6) *\$50,000,000 for each of fiscal years 2027*  
17                   *and 2028.*”.

18           (c) *MIDWAY ISLAND AIRPORT.*—*Section 186(d) of the*  
19           *Vision 100—Century of Aviation Reauthorization Act*  
20           *(Public Law 108–176) is amended by striking “for fiscal*  
21           *years 2018 through 2023” and inserting “for fiscal years*  
22           *2023 through 2028”.*

23           (d) *EXTENSION OF THE SAFETY OVERSIGHT AND CER-*  
24           *TIFICATION ADVISORY COMMITTEE.*—*Section 202(h) of the*  
25           *FAA Reauthorization Act of 2018 (Public Law 115–254)*

1 *is amended by striking “shall terminate” and all that fol-*  
2 *lows through the period at the end and inserting “shall ter-*  
3 *minate on October 1, 2028.”.*

4 ***Subtitle B—FAA Organizational***  
5 ***Reform***

6 ***SEC. 121. FAA LEADERSHIP.***

7 *Section 106 of title 49, United States Code, is amend-*  
8 *ed—*

9 *(1) in subsection (a) by striking “The Federal”*  
10 *and inserting “IN GENERAL.—The Federal”; and*

11 *(2) by striking subsection (b) and inserting the*  
12 *following:*

13 *“(b) ADMINISTRATION LEADERSHIP.—*

14 *“(1) ADMINISTRATOR.—*

15 *“(A) IN GENERAL.—The head of the Admin-*  
16 *istration is the Administrator, who shall be ap-*  
17 *pointed by the President, by and with the advice*  
18 *and consent of the Senate.*

19 *“(B) QUALIFICATIONS.—The Administrator*  
20 *shall—*

21 *“(i) be a citizen of the United States;*

22 *“(ii) not be an active duty or retired*  
23 *member of an Armed Force; and*



1                   “(iii) have experience in organiza-  
2                   tional management and a field directly re-  
3                   lated to aviation.

4                   “(C) *FITNESS.*—In appointing an indi-  
5                   vidual as Administrator, the President shall con-  
6                   sider the fitness of such individual to carry out  
7                   efficiently the duties and powers of the office.

8                   “(D) *TERM OF OFFICE.*—The Term of office  
9                   for any individual appointed as Administrator  
10                  shall be 5 years.

11                  “(E) *REPORTING CHAIN.*—Except as pro-  
12                  vided in subsection (f) or in other provisions of  
13                  law, the Administrator reports directly to the  
14                  Secretary of Transportation.

15                  “(2) *DEPUTY ADMINISTRATOR FOR PROGRAMS*  
16                  *AND MANAGEMENT.*—

17                  “(A) *IN GENERAL.*—The Administration  
18                  has a Deputy Administrator for Programs and  
19                  Management, who shall be a political appointee  
20                  of the President.

21                  “(B) *QUALIFICATIONS.*—The Deputy Ad-  
22                  ministrator for Programs and Management  
23                  shall—

24                                 “(i) be a citizen of the United States;  
25                                 and

1                   “(ii) have experience in management  
2                   and a field directly related to aviation.

3                   “(C) *FITNESS.*—In appointing an indi-  
4                   vidual as Deputy Administrator for Programs  
5                   and Management, the President shall consider  
6                   the fitness of the individual to carry out effi-  
7                   ciently the duties and powers of the office, in-  
8                   cluding the duty to act for the Administrator  
9                   under the circumstances described in subpara-  
10                  graph (F).

11                  “(D) *REPORTING CHAIN.*—The Deputy Ad-  
12                  ministrators for Programs and Management re-  
13                  ports directly to the Administrator.

14                  “(E) *DUTIES.*—The Deputy Administrator  
15                  for Programs and Management shall—

16                         “(i) manage the Assistant Administra-  
17                         tors and Chief Counsel established under  
18                         subsection (d), except the Assistant Admin-  
19                         istrator for Rulemaking and Regulatory  
20                         Improvement; and

21                         “(ii) carry out duties and powers pre-  
22                         scribed by the Administrator.

23                  “(F) *SUCCESSION PLAN.*—The Deputy Ad-  
24                  ministrators for Programs and Management acts  
25                  for the Administrator when the Administrator is

1           *absent or unable to serve, or when the office of*  
2           *the Administrator is vacant.*

3           “(G) *COMPENSATION.*—

4           “(i) *ANNUAL RATE OF BASIC PAY.*—  
5           *The annual rate of basic pay of the Deputy*  
6           *Administrator for Programs and Manage-*  
7           *ment shall be set by the Secretary but shall*  
8           *not exceed the annual rate of basic pay pay-*  
9           *able to the Administrator.*

10          “(ii) *EXCEPTION.*—*A retired regular*  
11          *officer of an Armed Force serving as the*  
12          *Deputy Administrator for Programs and*  
13          *Management is entitled to hold a rank and*  
14          *grade not lower than that held when ap-*  
15          *pointed as the Deputy Administrator for*  
16          *Programs and Management and may elect*  
17          *to receive—*

18                 “(I) *the pay provided for the Dep-*  
19                 *uty Administrator for Programs and*  
20                 *Management under clause (i); or*

21                 “(II) *the pay and allowances or*  
22                 *the retired pay of the military grade*  
23                 *held.*

24                 “(iii) *REIMBURSEMENT OF EX-*  
25                 *PENSES.*—*If the Deputy Administrator for*

1           *Programs and Management elects to receive*  
2           *compensation described in clause (ii)(II),*  
3           *the Administration shall reimburse the ap-*  
4           *propriate military department from funds*  
5           *available for the expenses of the Administra-*  
6           *tion.*

7           “(3) *DEPUTY ADMINISTRATOR FOR SAFETY AND*  
8           *OPERATIONS.—*

9           “(A) *IN GENERAL.—The Administration*  
10          *has a Deputy Administrator for Safety and Op-*  
11          *erations, who—*

12                 “(i) *shall be appointed by the Admin-*  
13                 *istrator; and*

14                 “(ii) *shall not be a political appointee.*

15          “(B) *QUALIFICATIONS.—The Deputy Ad-*  
16          *ministrator for Safety and Operations shall—*

17                 “(i) *be a citizen of the United States;*  
18                 *and*

19                 “(ii) *have experience in organizational*  
20                 *management and a field directly related to*  
21                 *aviation.*

22          “(C) *FITNESS.—In appointing an indi-*  
23          *vidual as Deputy Administrator for Safety and*  
24          *Operations, the Administrator shall consider the*  
25          *fitness of the individual to carry out efficiently*

1           *the duties and powers of the office, including the*  
2           *duty to act for the Administrator under the cir-*  
3           *cumstances described in subparagraph (F).*

4           “(D) *REPORTING CHAIN.*—*The Deputy Ad-*  
5           *ministrator for Safety and Operations reports to*  
6           *the Administrator.*

7           “(E) *DUTIES.*—*The Deputy Administrator*  
8           *for Safety and Operations shall—*

9                   “(i) *manage the Associate Administra-*  
10                   *tors and Chief Operating Officer established*  
11                   *under subsection (c) and the Assistant Ad-*  
12                   *ministrator for Rulemaking and Regulatory*  
13                   *Improvement established under subsection*  
14                   *(d);*

15                   “(ii) *develop and maintain a long-*  
16                   *term strategic plan of the Administration;*  
17                   *and*

18                   “(iii) *carry out other duties and pow-*  
19                   *ers prescribed by the Administrator.*

20           “(F) *SUCCESSION PLAN.*—*The Deputy Ad-*  
21           *ministrator for Safety and Operations acts for*  
22           *the Administrator when the Administrator and*  
23           *the Deputy Administrator for Programs and*  
24           *Management are absent or unable to serve, or*  
25           *when the office of the Administrator and the Of-*

1           *office of the Deputy Administrator for Programs*  
 2           *and Management are vacant.*

3           “(G) *COMPENSATION.*—*The annual rate of*  
 4           *basic pay of the Deputy Administrator for Safe-*  
 5           *ty and Operations shall be set by the Adminis-*  
 6           *trator but shall not exceed the annual rate of*  
 7           *basic pay payable to the Administrator.*

8           “(4) *LEADERSHIP OF THE ADMINISTRATION DE-*  
 9           *FINED.*—*In this section, the term ‘leadership of the*  
 10          *Administration’ means—*

11           “(A) *the Administrator under paragraph*  
 12          *(1);*

13           “(B) *the Deputy Administrator for Pro-*  
 14          *grams and Management under paragraph (2);*  
 15          *and*

16           “(C) *the Deputy Administrator for Safety*  
 17          *and Operations under paragraph (3).”.*

18   **SEC. 122. FAA MANAGEMENT BOARD.**

19          “(a) *FAA MANAGEMENT BOARD.*—*Section 106 of title*  
 20          *49, United States Code, is amended by striking subsections*  
 21          *(c) and (d) and inserting the following:*

22           “(c) *ASSOCIATE ADMINISTRATORS.*—

23           “(1) *IN GENERAL.*—*The Administration has As-*  
 24           *sociate Administrators, as determined necessary by*  
 25           *the Administrator, including—*

1           “(A) appointed by the Administrator, an  
2           Associate Administrator for Aviation Safety, an  
3           Associate Administrator for Commercial Space  
4           Transportation, an Associate Administrator for  
5           Security and Hazardous Materials Safety, a  
6           Chief Operating Officer of the Air Traffic Con-  
7           trol System; and

8           “(B) appointed by the President, an Asso-  
9           ciate Administrator for Airports.

10          “(2) QUALIFICATIONS.—Associate Administra-  
11          tors shall be citizens of the United States.

12          “(3) DUTIES.—The Associate Administrators  
13          shall carry out duties and powers of their office de-  
14          scribed in this section and those prescribed by the Ad-  
15          ministrator.

16          “(d) CHIEF COUNSEL; ASSISTANT ADMINISTRA-  
17          TORS.—

18          “(1) IN GENERAL.—The Administration has As-  
19          sistant Administrators and a Chief Counsel.

20          “(A) CHIEF COUNSEL.—The Chief Counsel  
21          shall be appointed by the President and shall—

22                  “(i) advise the Administrator on legal  
23                  matters relating to the responsibilities, func-  
24                  tions, and management of the Administra-  
25                  tion;

1           “(ii) at the request of the Adminis-  
2           trator, provide guidance, counsel, and ad-  
3           vice regarding, but shall not have final deci-  
4           sion-making authority with regards to, the  
5           activities of the Administrator, including—

6                       “(I) rulemaking activities;

7                       “(II) policy and guidance docu-  
8                       ment production;

9                       “(III) exemption and waiver deci-  
10                      sions; and

11                     “(IV) certification and approval  
12                     determinations;

13                     “(iii) represent the Administration be-  
14                     fore the National Transportation Safety  
15                     Board, Department of Transportation law  
16                     judges, the Equal Employment Opportunity  
17                     Commission, Federal courts of the United  
18                     States, and other bodies and courts, as ap-  
19                     propriate;

20                     “(iv) pursue enforcement actions on be-  
21                     half of the Administrator; and

22                     “(v) perform other functions as deter-  
23                     mined by the Administrator.

24                     “(B) ASSISTANT ADMINISTRATOR FOR  
25                     RULEMAKING AND REGULATORY IMPROVE-



1           *MENT.—The Assistant Administrator for Rule-*  
2           *making and Regulatory Improvement shall be*  
3           *appointed by the Administrator and shall—*

4                     *“(i) be responsible for developing and*  
5                     *managing the execution of a regulatory*  
6                     *agenda for the Administration that meets*  
7                     *statutory and Administration deadlines, in-*  
8                     *cluding by—*

9                             *“(I) prioritizing rulemaking*  
10                            *projects that are necessary to improve*  
11                            *safety;*

12                            *“(II) establishing the regulatory*  
13                            *agenda of the Administration; and*

14                            *“(III) coordinating with offices of*  
15                            *the Administration, the Department,*  
16                            *and other Federal entities as appro-*  
17                            *priate to improve timely feedback gen-*  
18                            *eration and approvals when required*  
19                            *by law;*

20                            *“(ii) not delegate overall responsibility*  
21                            *for meeting internal timelines and final*  
22                            *completion of the regulatory activities of the*  
23                            *Administration outside the Office of the As-*  
24                            *stant Administrator for Rulemaking and*  
25                            *Regulatory Improvement;*

1 “(iii) on an ongoing basis—

2 “(I) review the Administration’s  
3 regulations in effect to improve safety;

4 “(II) reduce undue regulatory  
5 burden;

6 “(III) replace prescriptive regula-  
7 tions with performance-based regula-  
8 tions, as appropriate;

9 “(IV) prevent duplicative regula-  
10 tions; and

11 “(V) increase regulatory clarity  
12 and transparency whenever possible;

13 “(iv) make recommendations for the  
14 Administrator’s review under subsection  
15 (f)(3)(C)(ii);

16 “(v) receive, coordinate, and respond to  
17 petitions for rulemaking and for exemption  
18 as provided for in subpart A of part 11 of  
19 title 14, Code of Federal Regulations, and  
20 provide an initial response to a petitioner  
21 not later than 30 days after the receipt of  
22 such a petition—

23 “(I) acknowledging receipt of such  
24 petition;

1                   “(II) confirming completeness of  
2                   such petition;

3                   “(III) providing an initial indi-  
4                   cation of the complexity of the request  
5                   and how such complexity may impact  
6                   the timeline for adjudication; and

7                   “(IV) requesting any additional  
8                   information, as appropriate, that  
9                   would assist in the consideration of the  
10                  petition;

11                  “(vi) track the issuance of exemptions  
12                  and waivers by the Administration to sec-  
13                  tions of title 14, Code of Federal Regula-  
14                  tions, and establish a methodology by which  
15                  to determine if it would be more efficient  
16                  and in the public’s interest to amend a rule  
17                  to reduce the future need of waivers and ex-  
18                  emptions; and

19                  “(vii) promulgate regulatory updates  
20                  as determined more efficient or in the  
21                  public’s best interest under clause (vi).

22                  “(C) APPOINTMENT.—Additional Assistant  
23                  Administrators, as determined necessary by the  
24                  Administrator, may be appointed by the Admin-  
25                  istrator.

1           “(2) *QUALIFICATIONS.*—*The Assistant Adminis-*  
2           *trators shall be a citizen of the United States.*”

3           “(3) *DUTIES.*—*The Assistant Administrators*  
4           *shall carry out duties and powers of their office de-*  
5           *scribed in this section and those prescribed by the Ad-*  
6           *ministrator.*”

7           “(4) *MANAGEMENT BOARD OF THE ADMINISTRA-*  
8           *TION.*—*In this section, the term ‘Management Board*  
9           *of the Administration’ means—*

10                   “(A) *the Associate Administrators and Chief*  
11                   *Operating Officer established under subsection*  
12                   *(c); and*

13                   “(B) *the Assistant Administrators and*  
14                   *Chief Counsel established under subsection (d).”.*

15           “(b) *REPEAL.*—*Section 711 of the FAA Reauthorization*  
16           *Act of 2018 (49 U.S.C. 106 note) and the item relating to*  
17           *such section in the table of contents in section 1(b) of such*  
18           *Act are repealed.*”

19           “(c) *SYSTEMICALLY ADDRESSING NEED FOR EXEMP-*  
20           *TIONS AND WAIVERS.*—*Not later than 30 months after the*  
21           *date of enactment of this Act, the Assistant Administrator*  
22           *for Rulemaking and Regulatory Improvement shall brief the*  
23           *Committee on Transportation and Infrastructure of the*  
24           *House of Representatives and the Committee on Commerce,*  
25           *Science, and Transportation of the Senate on the method-*

1 ology developed pursuant to section 106(d)(B)(vi) of title  
2 49, United States Code (as added by this section).

3 **SEC. 123. PROHIBITION ON CONFLICTING PECUNIARY IN-**  
4 **TERESTS.**

5 Section 106(e) of title 49, United States Code, is  
6 amended to read as follows:

7 “(e) *PROHIBITION ON CONFLICTING PECUNIARY IN-*  
8 *TERESTS.*—

9 “(1) *IN GENERAL.*—*The leadership of the Admin-*  
10 *istration and the Management Board of the Adminis-*  
11 *tration may not have a pecuniary interest in, or hold*  
12 *a financial interest in, an aeronautical enterprise, or*  
13 *engage in another business, vocation, or employment.*

14 “(2) *TEACHING.*—*Notwithstanding paragraph*  
15 *(1), the Deputy Administrators and the Management*  
16 *Board of the Administration may not receive com-*  
17 *pen-sation for teaching without prior approval of the*  
18 *Administrator.*

19 “(3) *FINANCIAL INTEREST DEFINED.*—*In this*  
20 *subsection, the term ‘financial interest’—*

21 “(A) *means—*

22 “(i) *any current or contingent owner-*  
23 *ship, equity, or security interest;*

24 “(ii) *any indebtedness or compensated*  
25 *employment relationship; or*

1                   “(iii) any right to purchase or acquire  
2                   any such interest, including a stock option;  
3                   and

4                   “(B) does not include securities held in an  
5                   index fund.”.

6 **SEC. 124. AUTHORITY OF SECRETARY AND ADMINIS-**  
7                   **TRATOR.**

8           (a) *IN GENERAL.*—Section 106(f) of title 49, United  
9 States Code, is amended—

10                   (1) in paragraph (1)—

11                           (A) by striking “paragraph (2)” and insert-  
12                           ing “paragraphs (2) and (3)”;

13                           (B) by striking “Neither” and inserting “In  
14                           exercising duties, powers, and authorities that  
15                           are assigned to the Secretary or the Adminis-  
16                           trator under this title, neither”; and

17                           (C) by striking “a committee, board, or or-  
18                           ganization established by executive order.” and  
19                           inserting the following: “a committee, board,  
20                           council, or organization that is—

21                                   “(A) established by executive order; or

22                                   “(B) not explicitly directed by legislation to  
23                           review the exercise of such duties, powers, and  
24                           authorities by the Secretary or the Adminis-  
25                           trator.”;

1           (2) in paragraph (2)—

2                   (A) in subparagraph (A)(i) by striking  
3           “the acquisition” and all that follows through the  
4           semicolon and inserting “the acquisition, estab-  
5           lishment, improvement, operation, maintenance,  
6           security (including cybersecurity), and disposal  
7           of property, facilities, services, and equipment of  
8           the Administration, including all elements of the  
9           air traffic control system owned by the Adminis-  
10          tration;”;

11                   (B) in subparagraph (A)(iii) by striking  
12          “paragraph (3)” and inserting “paragraph (4)”;

13                   (C) in subparagraph (B) by inserting “civil  
14          aviation, any matter for which the Adminis-  
15          trator is the final authority under subparagraph  
16          (A), any duty carried out by the Administrator  
17          pursuant to paragraph (3), or the provisions of  
18          this title, or” after “with respect to”; and

19                   (D) in subparagraph (D)—

20                           (i) by inserting “(formally or infor-  
21                           mally)” after “required”; and

22                           (ii) by inserting “or any other Federal  
23                           agency” after “Department of Transpor-  
24                           tation”;

25          (3) in paragraph (3)—

1 (A) in subparagraph (A)—

2 (i) by striking “In the performance”  
3 and inserting “(i) ISSUANCE OF REGULA-  
4 TIONS.—In the performance”;

5 (ii) by striking “The Administrator  
6 shall act” and inserting “(ii) PETITIONS  
7 FOR RULEMAKING.—The Administrator  
8 shall act”;

9 (iii) by striking “The Administrator  
10 shall issue” and inserting “(iii) RULE-  
11 MAKING TIMELINE.—The Administrator  
12 shall issue”; and

13 (iv) by striking “On February 1” and  
14 inserting “(iv) REPORTING REQUIRE-  
15 MENT.—On February 1”; and

16 (B) by striking subparagraphs (B) and (C)  
17 and inserting the following:

18 “(B) APPROVAL OF SECRETARY OF TRANS-  
19 PORTATION.—

20 “(i) IN GENERAL.—The Administrator  
21 may not issue, unless the Secretary of  
22 Transportation approves the issuance of the  
23 regulation in advance, a proposed regula-  
24 tion or final regulation that—



1           “(I) is likely to result in the ex-  
2           penditure by State, local, and Tribal  
3           governments in the aggregate, or by the  
4           private sector, of \$250,000,000 or more  
5           (adjusted annually for inflation begin-  
6           ning with the year following the date  
7           of enactment of the Securing Growth  
8           and Robust Leadership in American  
9           Aviation Act) in any year; or

10           “(II) is significant.

11           “(ii) SIGNIFICANT DEFINED.—For pur-  
12           poses of this paragraph, a regulation is sig-  
13           nificant if the Administrator, in consulta-  
14           tion with the Secretary (as appropriate),  
15           determines that the regulation—

16           “(I) will have an annual effect on  
17           the economy of \$250,000,000 or more  
18           (adjusted annually for inflation begin-  
19           ning with the year following the date  
20           of enactment of the Securing Growth  
21           and Robust Leadership in American  
22           Aviation Act);

23           “(II) raises novel or serious legal  
24           or policy issues that will substantially

1           *and materially affect other transpor-*  
2           *tation modes; or*

3           “(III) *adversely affect, in a sub-*  
4           *stantial and material way, the econ-*  
5           *omy, a sector of the economy, produc-*  
6           *tivity, competition, jobs, the environ-*  
7           *ment, public health or safety, or a*  
8           *State, local, or Tribal government or*  
9           *communities.*

10          “(iii) *EMERGENCY REGULATION.—In*  
11          *an emergency, the Administrator may issue*  
12          *a final regulation described in clause (i)*  
13          *without prior approval of the Secretary. If*  
14          *the Secretary objects to such regulation in*  
15          *writing within 5 days (excluding Saturday,*  
16          *Sundays, and legal public holidays) of the*  
17          *issuance, the Administrator shall imme-*  
18          *diately rescind such regulation.*

19          “(iv) *OTHER REGULATIONS.—The Sec-*  
20          *retary may not require that the Adminis-*  
21          *trator submit a proposed or final regulation*  
22          *to the Secretary for approval, nor may the*  
23          *Administrator submit a proposed or final*  
24          *regulation to the Secretary for approval, if*  
25          *the regulation—*

1           “(I) does not require the Sec-  
2           retary’s approval under clause (i) (ex-  
3           cluding a regulation issued pursuant  
4           to clause (iii)); or

5           “(II) is a routine or frequent ac-  
6           tion or a procedural action.

7           “(v) *TIMELINE.*—The Administrator  
8           shall submit a copy of any proposed or  
9           final regulation requiring approval by the  
10          Secretary under clause (i) to the Secretary,  
11          who shall either approve the regulation or  
12          return the regulation to the Administrator  
13          with comments within 30 days after receiv-  
14          ing the regulation. If the Secretary fails to  
15          approve or return the regulation with com-  
16          ments to the Administrator within 30 days,  
17          the regulation shall be deemed to have been  
18          approved by the Secretary.

19          “(C) *PERIODIC REVIEW.*—

20          “(i) *IN GENERAL.*—In addition to the  
21          review requirements established under sec-  
22          tion 5.13(d) of title 49, Code of Federal  
23          Regulations, the Administrator shall review  
24          any significant regulation issued 3 years  
25          after the effective date of the regulation.

1           “(ii) *DISCRETIONAL REVIEW.*—*The Ad-*  
2           *ministrator may review any regulation that*  
3           *has been in effect for more than 3 years.*

4           “(iii) *SUBSTANCE OF REVIEW.*—*In*  
5           *performing a review under clause (i) or (ii),*  
6           *the Administrator shall determine if—*

7                   “(I) *the cost assumptions were ac-*  
8                   *curate;*

9                   “(II) *the intended benefit of the*  
10                  *regulation is being realized;*

11                  “(III) *the need remains to con-*  
12                  *tinue such regulation as in effect; and*

13                  “(IV) *the Administrator rec-*  
14                  *ommends updates to such regulation*  
15                  *based on the review criteria specified*  
16                  *in section 5.13(d) of title 49, Code of*  
17                  *Federal Regulations.*

18           “(iv) *REVIEW MANAGEMENT.*—*Any*  
19           *periodic review of a regulation under this*  
20           *subparagraph shall be managed by the As-*  
21           *stant Administrator for Rulemaking and*  
22           *Regulatory Improvement, who may task an*  
23           *advisory committee or the Management Ad-*  
24           *visory Council established under subsection*  
25           *(p) to assist in performing the review.”;*

1           (4) by redesignating paragraphs (3) and (4) as  
2 paragraphs (4) and (5), respectively; and

3           (5) by inserting after paragraph (2) the fol-  
4 lowing:

5           “(3) *DUTIES AND POWERS OF THE ADMINIS-*  
6 *TRATOR.*—

7           “(A) *IN GENERAL.*—*The Administrator*  
8 *shall carry out—*

9           “(i) *the duties and powers of the Sec-*  
10 *retary under this subsection related to avia-*  
11 *tion safety (except those related to transpor-*  
12 *tation, packaging, marking, or description*  
13 *of hazardous material) and stated in—*

14           “(I) *subsections (c) and (d) of sec-*  
15 *tion 1132;*

16           “(II) *sections 40101(c), 40103(b),*  
17 *40106(a), 40108, 40109(b), 40113(a),*  
18 *40113(c), 40113(d), 40113(e),*  
19 *40114(a), and 40117;*

20           “(III) *chapter 443;*

21           “(IV) *chapter 445, except sections*  
22 *44502(a)(3), 44503, and 44509;*

23           “(V) *chapter 447, except sections*  
24 *44721(b), and 44723;*

25           “(VI) *chapter 448;*

1 “(VII) chapter 451;

2 “(VIII) chapter 453;

3 “(IX) section 46104;

4 “(X) subsections (d) and (h)(2) of  
5 section 46301, section 46303(c), sec-  
6 tions 46304 through 46308, section  
7 46310, section 46311, and sections  
8 46313 through 46320;

9 “(XI) chapter 465;

10 “(XII) chapter 471;

11 “(XIII) chapter 475; and

12 “(XIV) chapter 509 of title 51;

13 and

14 “(ii) such additional duties and pow-  
15 ers as may be prescribed by the Secretary.

16 “(B) *APPLICABILITY*.—Section 40101(d) ap-  
17 plies to the duties and powers specified in sub-  
18 paragraph (A).

19 “(C) *TRANSFER*.—Any of the duties and  
20 powers specified in subparagraph (A) may only  
21 be transferred to another part of the Department  
22 if specifically provided by law or in a reorga-  
23 nization plan submitted under chapter 9 of title  
24 5.

1                   “(D) *ADMINISTRATIVE FINALITY.*—A deci-  
2                   sion of the Administrator in carrying out the  
3                   duties or powers specified in subparagraph (A)  
4                   is administratively final.”.

5                   (b) *CONFORMING AMENDMENT.*—Subsection (h) of sec-  
6                   tion 106 of title 49, United States Code, is repealed.

7                   (c) *PRESERVATION OF EXISTING AUTHORITY.*—Noth-  
8                   ing in this section or the amendments made by this section  
9                   shall be construed to restrict any authority vested in the  
10                  Administrator of the Federal Aviation Administration by  
11                  statute or by delegation that was in effect on the day before  
12                  the date of the enactment of this Act.

13                  **SEC. 125. REVIEW OF FAA RULEMAKING PROCESSES.**

14                  (a) *IN GENERAL.*—Not later than 30 months after the  
15                  date of enactment of this Act, the Administrator of the Fed-  
16                  eral Aviation Administration shall enter into appropriate  
17                  arrangements with the National Academy of Public Admin-  
18                  istration to evaluate and make recommendations to improve  
19                  the Administration’s rulemaking processes.

20                  (b) *CONTENT OF REVIEW.*—In completing the evalua-  
21                  tion under subsection (a), the National Academy of Public  
22                  Administration shall—

23                         (1) review Administration and Department of  
24                         Transportation policies and procedures for drafting,

1       *coordinating, reviewing, editing, and approving rule-*  
2       *making documents;*

3               (2) *review part 11 of title 14, Code of Federal*  
4       *Regulations, and section 106 of title 49, United States*  
5       *Code—*

6                       (A) *as such section was in effect the day be-*  
7       *fore the date of enactment of this Act; and*

8                       (B) *as amended by this Act; and*

9               (3) *include in the review—*

10                       (A) *advanced notices of proposed*  
11       *rulemakings;*

12                       (B) *notices of proposed rulemakings;*

13                       (C) *supplemental proposed rulemakings;*

14                       (D) *interim final rules; and*

15                       (E) *final rules, including direct final rules.*

16       (c) *METHOD OF REVIEW.—As part of the evaluation*  
17       *under this section, the National Academy of Public Admin-*  
18       *istration shall analyze the scoping, drafting, analysis, and*  
19       *approval processes, including examining incidents in which*  
20       *a rule was referred back to a program office for revision,*  
21       *and the timeline associated with each review and step for—*

22                       (1) *at least 7 rules completed by the Administra-*  
23       *tion since 2012, including—*

24                               (A) *at least 2 rules that leveraged the work*  
25       *of an aviation rulemaking committee;*



1           (B) at least 2 rules considered significant as  
2           defined in section 106(f)(3)(B)(ii) (as amended  
3           by this Act); and

4           (C) at least 1 rule promulgated through  
5           rules considered routine and frequent in the De-  
6           partment's Regulatory Agenda; and

7           (2) at least 2 rulemaking processes where a no-  
8           tice of proposed rulemaking has not been followed by  
9           a final rule for more than 3 years.

10          (d) *REPORT.*—The National Academy of Public Ad-  
11          ministration shall provide to the Administrator, Secretary  
12          of Transportation, the Committee on Transportation and  
13          Infrastructure of the House of Representatives and the Com-  
14          mittee on Commerce, Science, and Transportation of the  
15          Senate a report containing the results of the evaluation re-  
16          quired under subsection (a). The contents of the report  
17          shall—

18                 (1) identify procedural or resource constraints;

19                 (2) identify inefficiencies in the process, includ-  
20                 ing any causes of delays;

21                 (3) provide recommendations for expediting  
22                 rulemakings, including—

23                         (A) ways to improve the efficiency of the  
24                         scoping process for rulemaking;

1           (B) the use of new routine and frequent  
2 rulemakings to allow for the expediting of activi-  
3 ties that may be routinely needed or updated;

4           (C) the use of rules of applicability to pro-  
5 vide for the expediting of activities that may be  
6 routinely needed or updated;

7           (D) the use of frameworks or shell rules to  
8 improve the efficiency of drafting;

9           (E) the use of aviation rulemaking commit-  
10 tees; and

11           (F) internal process improvements; and

12           (4) not review the policy merits of the reviewed  
13 rulemakings, except to the extent that there are con-  
14 clusions that can be drawn from the processes used to  
15 develop such rules.

16       (e) ACCESS TO DOCUMENTS.—The Administration  
17 and Department shall provide the National Academy of  
18 Public Administration access, as appropriate, to—

19           (1) the electronic management software the Ad-  
20 ministration uses to track internal processing of draft  
21 documents;

22           (2) appropriately redacted communications be-  
23 tween offices and personnel that were used to coordi-  
24 nate work outside of the electronic software; and

1           (3) *such other documents and records, including*  
2           *predecisional documents and records, that will assist*  
3           *the National Academy of Public Administration in*  
4           *completing the evaluation required under subsection*  
5           *(a).*

6 **SEC. 126. OFFICE OF INNOVATION.**

7           *Section 106 of title 49, United States Code, is further*  
8           *amended by striking subsection (g) and inserting the fol-*  
9           *lowing:*

10           “(g) *OFFICE OF INNOVATION.—*

11                   “(1) *IN GENERAL.—There is established within*  
12           *the Federal Aviation Administration an Office of In-*  
13           *novation (in this subsection referred to as the ‘Office’)*  
14           *comprised of employees of the Administration who*  
15           *shall—*

16                           “(A) *have a diverse set of expertise;*

17                           “(B) *assist the leadership of the Adminis-*  
18           *tration and the Management Board of the Ad-*  
19           *ministration with—*

20                                   “(i) *scoping complex regulatory issues*  
21                                   *and drafting documents on topics that span*  
22                                   *multiple offices or lines of business of the*  
23                                   *Administration;*

24                                   “(ii) *evaluating internal processes; and*

1                   “(iii) *positioning the Administration*  
2                   *to support aerospace innovation; and*

3                   “(C) *receive taskings from the leadership of*  
4                   *the Administration and the Management Board*  
5                   *of the Administration, as determined necessary*  
6                   *by such individuals, and work collaboratively*  
7                   *with relevant program offices of the Administra-*  
8                   *tion, as necessary, to respond to such taskings.*

9                   “(2) *APPOINTMENT OF MEMBERS.—*

10                   “(A) *APPOINTMENTS.—The Administrator*  
11                   *shall appoint a maximum of 15 employees to*  
12                   *serve a 2-year term as a member of the Office of*  
13                   *Innovation with at least 1 employee appointed*  
14                   *from each of the following:*

15                   “(i) *Office of Aviation Safety.*

16                   “(ii) *The Air Traffic Organization.*

17                   “(iii) *Office of Airports.*

18                   “(iv) *Office of Security and Hazardous*  
19                   *Materials Safety.*

20                   “(v) *Office of Commercial Space*  
21                   *Transportation.*

22                   “(vi) *Office of the Chief Counsel.*

23                   “(vii) *Office of Policy, International*  
24                   *Affairs, and Environment.*

1                   “(B) CONSULTATION.—*The Office may con-*  
2                   *sult, as necessary, with other personnel of the*  
3                   *Administration.*

4                   “(3) SELECTION OF MEMBERS.—*An employee*  
5                   *appointed under paragraph (2)—*

6                   “(A) *may be appointed from nominations*  
7                   *made by Associate Administrators, Assistant Ad-*  
8                   *ministrators, and the Chief Counsel of the Ad-*  
9                   *ministration;*

10                  “(B) *shall not be a senior executive of the*  
11                  *Administration;*

12                  “(C) *shall have been an employee of the Ad-*  
13                  *ministration for at least 2 years; and*

14                  “(D) *shall have expertise in the authorities*  
15                  *and duties of the respective office of the em-*  
16                  *ployee.*

17                  “(4) INNOVATION OFFICE LEAD.—*The Adminis-*  
18                  *trator shall appoint a lead of the Office who shall re-*  
19                  *port to the leadership of the Administration and*  
20                  *who—*

21                  “(A) *may have a set term, as determined by*  
22                  *the Administrator;*

23                  “(B) *shall manage the personnel and activi-*  
24                  *ties of such Office; and*

1           “(C) may be a detailed employee of any of-  
2           fice of the Administration, notwithstanding the  
3           numerical limits placed on appointments in  
4           paragraph (2)(A).

5           “(5) STATUS.—An appointment of an employee  
6           to the Office established under this subsection shall  
7           not impact the status or position of such employee in  
8           the respective office of such employee and such em-  
9           ployee shall be considered a detailed employee to the  
10          Office of Innovation.

11          “(6) RESOURCES.—The Administrator shall pro-  
12          vide resources and staff, as necessary, to the Office to  
13          support the activities of the Office described in para-  
14          graph (1), not to exceed more than 6 full-time equiva-  
15          lent positions, including any necessary project man-  
16          agers.”.

17 **SEC. 127. FRANK A. LOBIONDO NATIONAL AEROSPACE**  
18 **SAFETY AND SECURITY CAMPUS.**

19          (a) IN GENERAL.—The campus and grounds of the  
20          Federal Aviation Administration Technical Center located  
21          at the Atlantic City International Airport in Egg Harbor  
22          Township, New Jersey, shall be known and designated as  
23          the “Frank A. LoBiondo National Aerospace Safety and Se-  
24          curity Campus”.

1           (b) *REFERENCE.*—Any reference in a law, map, regu-  
2 lation, document, paper, or other record of the United  
3 States to the campus and grounds at the Federal Aviation  
4 Administration Technical Center referred to in subsection  
5 (a) shall be deemed to be a reference to the “Frank A. LoBi-  
6 ondo National Aerospace Safety and Security Campus”.

7 **SEC. 128. TECHNICAL CENTER FOR ADVANCED AEROSPACE.**

8           (a) *IN GENERAL.*—Section 106 of title 49, United  
9 States Code, is further amended by inserting after sub-  
10 section (g) (as added by section 126) the following:

11           “(h) *TECHNICAL CENTER FOR ADVANCED AERO-*  
12 *SPACE.*—

13                   “(1) *IN GENERAL.*—There is established within  
14 the Administration a technology center located at the  
15 Frank A. LoBiondo National Aerospace Safety and  
16 Security Campus to support the advancement of aero-  
17 space safety and innovation which shall be known as  
18 the ‘William J. Hughes Technical Center for Ad-  
19 vanced Aerospace’ (in this subsection referred to as  
20 the ‘Technical Center’) that shall be used by the Ad-  
21 ministrator and, as permitted by the Administrator,  
22 other governmental entities, academia, and the aero-  
23 space industry.

24                   “(2) *MANAGEMENT.*—The activities of the Tech-  
25 nical Center shall be managed by a Director.

1           “(3) *ACTIVITIES.*—*The activities of the Technical*  
2           *Center shall include—*

3                   “(A) *developing and stimulating technology*  
4                   *partnerships with and between industry, aca-*  
5                   *demia, and other government agencies and sup-*  
6                   *porting such partnerships by—*

7                           “(i) *liaising between external persons*  
8                           *and offices of the Administration interested*  
9                           *in such work;*

10                           “(ii) *providing technical expertise and*  
11                           *input, as appropriate; and*

12                           “(iii) *providing access to the prop-*  
13                           *erties, facilities, and systems of the Tech-*  
14                           *nical Center through appropriate agree-*  
15                           *ments;*

16                   “(B) *managing technology demonstration*  
17                   *grants awarded by the Administrator;*

18                   “(C) *identifying software, systems, services,*  
19                   *and technologies that could improve aviation*  
20                   *safety and the operations and management of the*  
21                   *air traffic control system and working with rel-*  
22                   *evant offices of the Administration to consider*  
23                   *the use and integration of such software, systems,*  
24                   *services, and technologies, as appropriate;*



1           “(D) supporting the work of any collocated  
2           facilities and tenants of such facilities, and to  
3           the extent feasible, enter into agreements as nec-  
4           essary to utilize the facilities, systems, and tech-  
5           nologies of such collocated facilities and tenants;

6           “(E) managing the facilities of the Tech-  
7           nical Center and the Frank A. LoBiondo Na-  
8           tional Aerospace Safety and Security Campus;  
9           and

10           “(F) carrying out any other duties as deter-  
11           mined appropriate by the Administrator.”.

12           (b) **CONFORMING AMENDMENT.**—Section 44507 of title  
13 49, United States Code, is amended—

14           (1) by striking “(a) **CIVIL AEROMEDICAL INSTI-**  
15           **TUTE**” and all that follows through “The Civil  
16           Aeromedical Institute established” and inserting “The  
17           Civil Aeromedical Institute established”; and

18           (2) by striking subsection (b).

19 **SEC. 129. OFFICE OF NEXTGEN SUNSET.**

20           (a) **IN GENERAL.**—Not later than 30 months after the  
21           date of enactment of this Act, the Administrator of the Fed-  
22           eral Aviation Administration shall terminate the Office of  
23           NextGen.

24           (b) **CLOSURE PROCESS.**—In carrying out subsection  
25           (a), the Administrator shall transfer duties, authorities, ac-

1 *tivities, personnel, and assets managed by the Office of*  
 2 *NextGen to other officials of the Administration, as appro-*  
 3 *priate, including—*

4           (1) *transferring such duties, authorities, activi-*  
 5 *ties, personnel, and assets to—*

6                   (A) *the Director of the William J. Hughes*  
 7 *Technical Center for Advanced Aerospace estab-*  
 8 *lished under subsection 106(h) of title 49, United*  
 9 *States Code;*

10                   (B) *the Assistant Administrator for Finance*  
 11 *and Management;*

12                   (C) *the Chief Operating Officer of the Air*  
 13 *Traffic Control System; and*

14                   (D) *other officials of the Administration, as*  
 15 *determined by the Administrator; and*

16           (2) *transferring management of the NextGen Ad-*  
 17 *visory Committee to the Chief Operating Officer of the*  
 18 *Air Traffic Control System.*

19 **SEC. 130. FAA OMBUDSMAN.**

20           *Section 106 of title 49, United States Code, is further*  
 21 *amended by striking subsection (i) and inserting the fol-*  
 22 *lowing:*

23           “(i) **FAA OMBUDSMAN.**—

24                   “(1) **ESTABLISHMENT.**—*There is established*  
 25 *within the Federal Aviation Administration an Om-*

1        *budsman who shall coordinate or facilitate the adju-*  
2        *dication of covered submissions.*

3            “(2) *OMBUDSMAN.*—

4                    “(A) *IN GENERAL.*—*The Ombudsman shall*  
5        *be appointed by the Administrator and report to*  
6        *the Assistant Administrator for Government and*  
7        *Industry Affairs.*

8                    “(B) *TERM.*—*The Ombudsman shall be ap-*  
9        *pointed for a term of 5 years.*

10            “(3) *DUTIES.*—*The duties of the Ombudsman*  
11        *shall be as follows:*

12                    “(A) *Work with the relevant offices within*  
13        *the Administration to—*

14                            “(i) *with respect to a covered submis-*  
15        *sion, resolve, provide a status update, or*  
16        *provide clarity on the status of such submis-*  
17        *sions;*

18                            “(ii) *bring to the attention of the rel-*  
19        *evant office of the Administration concerns,*  
20        *as necessary, regarding Administration*  
21        *processes or considerations discovered while*  
22        *coordinating an activity related to a cov-*  
23        *ered submission under this subsection; and*

1                   “(iii) address any gaps and commu-  
2                   nication lapses in Administration coordina-  
3                   tion processes.

4                   “(B) Determine if, based on a coordinated  
5                   activity carried out under this subsection, recon-  
6                   sideration with respect to covered submissions or  
7                   administrative actions are necessary and report  
8                   to the Administrator or the relevant office within  
9                   the Administration with recommendations relat-  
10                  ing to such reconsideration.

11                  “(C) Determine if trends materialize that  
12                  could warrant process, procedural, or resource  
13                  changes and report recommendations regarding  
14                  such changes to the Administrator and relevant  
15                  offices within the Administration.

16                  “(D) Ensure that reporting, processing, or  
17                  dispute resolution mechanisms within the Ad-  
18                  ministration are transparent and accessible to  
19                  the public, and facilitate the use of such report-  
20                  ing, processing, or dispute resolution mecha-  
21                  nisms, when appropriate.

22                  “(E) Perform other duties as prescribed by  
23                  the Assistant Administrator.

24                  “(4) DISCRETION ON COORDINATION AND RE-  
25                  VIEW.—

1           “(A) *IN GENERAL.*—The Ombudsman shall  
2 determine whether to coordinate a review of a  
3 covered submission in order to provide a re-  
4 sponse, coordinate the reconsideration of an ad-  
5 ministrative action, or take no additional action.  
6 In making a determination under this subpara-  
7 graph, the Ombudsman shall consider—

8           “(i) whether there are reporting, proc-  
9 essing, or dispute resolution mechanisms  
10 that have not been exhausted or that may be  
11 more appropriate for dealing with, inves-  
12 tigating, and responding to such covered  
13 submission;

14           “(ii) whether the subject or outcome of  
15 a covered submission is alleged to be—

16           “(I) contrary to law or regula-  
17 tion;

18           “(II) arbitrary and capricious; or

19           “(III) performed in an unreason-  
20 ably inefficient or untimely manner;  
21 and

22           “(iii) such other factors as the Om-  
23 budsman considers appropriate.

24           “(B) *EXCEPTION.*—With regard to a covered  
25 submission concerning an activity relating to an

1           *alleged violation of an order, a regulation, or*  
2           *any other provision of Federal law by the Ad-*  
3           *ministration or whistleblower retaliation, the*  
4           *Ombudsman shall refer such covered submission*  
5           *to the appropriate Federal entity to adjudicate*  
6           *or investigate the subject of such submission.*

7           “(C) *COOPERATION.*—*The Administrator*  
8           *shall ensure that the officers and employees of the*  
9           *Administration fully cooperate with the activi-*  
10           *ties of the Ombudsman and provide such infor-*  
11           *mation, documents, or materials as may be re-*  
12           *quested by the Ombudsman.*

13           “(5) *RESPONSE REQUIREMENT.*—*The Ombuds-*  
14           *man shall ensure that the Administration provides an*  
15           *initial response to or status update on covered sub-*  
16           *missions within 10 business days of the Ombudsman*  
17           *receiving such submission.*

18           “(6) *DEFINITIONS.*—*In this subsection:*

19           “(A) *ADMINISTRATIVE ACTION.*—*The term*  
20           *‘administrative action’ means—*

21                   “(i) *an action taken by the Adminis-*  
22                   *trator of the Federal Aviation Administra-*  
23                   *tion to issue, deny, modify, or revoke a cer-*  
24                   *tificate, registration, approval, waiver, li-*

1           *cense, exemption, determination, interpreta-*  
2           *tion, or any other authorizing action; or*

3           “(ii) *the lack of any action (or activity*  
4           *related to an action) described in clause (i)*  
5           *necessary to be taken by the Administrator.*

6           “(B) *COVERED SUBMISSION.—The term*  
7           *‘covered submission’ means an inquiry or objec-*  
8           *tion relating to—*

9           “(i) *an aircraft, aircraft engine, pro-*  
10          *peller, or appliance certification;*

11          “(ii) *a pilot certificate, including*  
12          *scheduling an associated appointment with*  
13          *Administration personnel or designees;*

14          “(iii) *a medical certificate;*

15          “(iv) *an operator certificate;*

16          “(v) *a commercial space transportation*  
17          *license;*

18          “(vi) *an aircraft registration;*

19          “(vii) *an operational approval, waiver,*  
20          *or exemption;*

21          “(viii) *a legal interpretation;*

22          “(ix) *an outstanding determination;*

23          “(x) *an application of agency guid-*  
24          *ance; and*

1                   “(xi) any certificate not otherwise de-  
2                   scribed in this subparagraph that is issued  
3                   pursuant to chapter 447.”.

4 **SEC. 131. PROJECT DASHBOARDS AND FEEDBACK PORTAL.**

5           (a) *IN GENERAL.*—*The Ombudsman of the Federal*  
6 *Aviation Administration shall, in reviewing Administra-*  
7 *tion processes, receiving, reviewing, and responding to cov-*  
8 *ered submissions, and through general due diligence, deter-*  
9 *mine whether a publicly facing dashboard that provides ap-*  
10 *plicants with the status of an application before the agency*  
11 *would be—*

12                   (1) *beneficial to applicants;*

13                   (2) *an efficient use of resources to build, main-*  
14 *tain, and update; or*

15                   (3) *duplicative with other efforts within the Ad-*  
16 *ministration to streamline and digitize paperwork*  
17 *and certification processes to provide an applicant*  
18 *with a greater awareness of the status of an applica-*  
19 *tion before the Administration.*

20           (b) *RECOMMENDATION.*—*Not later than 30 months*  
21 *after the date of enactment of this Act, the Ombudsman*  
22 *shall provide a recommendation to the Administrator of the*  
23 *Federal Aviation Administration regarding the need or ben-*  
24 *efits of a dashboard or other means by which to track an*  
25 *application status.*



1           (c) *BRIEFING.*—Not later than 45 days after receiving  
2 recommendations under subsection (b), the Administrator  
3 shall brief the Committee on Transportation and Infra-  
4 structure of the House of Representatives and the Committee  
5 on Commerce, Science, and Transportation of the Senate  
6 on—

7           (1) any recommendation received from the Om-  
8 budsman; and

9           (2) any activities the Administrator is taking in  
10 response to such recommendation.

11       (d) *FAA FEEDBACK PORTAL.*—

12           (1) *IN GENERAL.*—The Ombudsman shall,  
13 through interacting with the public and general due  
14 diligence, determine whether a publicly facing portal  
15 on the website through which the public may provide  
16 feedback to the Administrator about experiences they  
17 have working with personnel of the Administration  
18 would be beneficial.

19           (2) *REQUIREMENTS.*—The Ombudsman shall en-  
20 sure any portal established under this subsection asks  
21 questions that seek to gauge any shortcomings the Ad-  
22 ministration has in fulfilling its mission or areas  
23 where the Administration is succeeding in meetings  
24 its mission.

1       (e) *COVERED SUBMISSION.*—*In this section, the term*  
2 *“covered submission” has the meaning given the term in*  
3 *subsection 106(i) of title 49, United States Code.*

4 **SEC. 132. SENSE OF CONGRESS ON FAA ENGAGEMENT DUR-**  
5 **ING RULEMAKING ACTIVITIES.**

6       *It is the sense of Congress that—*

7           (1) *the Administrator of the Federal Aviation*  
8 *Administration should engage with aviation stake-*  
9 *holder groups and the public during pre-drafting*  
10 *stages of rulemaking activities and use, to the greatest*  
11 *extent practicable, properly docketed ex-parte discus-*  
12 *sions during rulemaking activities in order to—*

13                   (A) *inform the work of the Administrator;*

14                   (B) *assist the Administrator in developing*  
15 *the scope of a rule; and*

16                   (C) *reduce the timeline for issuance of pro-*  
17 *posed and final rules; and*

18           (2) *when it would reduce the time required for*  
19 *the Administrator to adjudicate public comments, the*  
20 *Administrator should publicly provide information*  
21 *describing the rationale behind a regulatory decision*  
22 *included in proposed regulations in order to better*  
23 *allow for the public to provide clear and informed*  
24 *comments on such regulations.*

1 **SEC. 133. CIVIL AEROMEDICAL INSTITUTE.**

2 *Section 106(j) of title 49, United States Code, is*  
3 *amended by striking “There is” and inserting “CIVIL*  
4 *AEROMEDICAL INSTITUTE.—There is”.*

5 **SEC. 134. MANAGEMENT ADVISORY COUNCIL.**

6 *Section 106 of title 49, United States Code, is further*  
7 *amended—*

8 *(1) by transferring paragraph (8) of subsection*  
9 *(p) as paragraph (7) of subsection (r); and*

10 *(2) by striking subsection (p) and inserting the*  
11 *following:*

12 *“(p) MANAGEMENT ADVISORY COUNCIL.—*

13 *“(1) ESTABLISHMENT.—The Administrator shall*  
14 *establish an advisory council which shall be known as*  
15 *the Federal Aerospace Management Advisory Council*  
16 *(in this subsection referred to as the ‘Council’).*

17 *“(2) MEMBERSHIP.—The Council shall consist of*  
18 *13 members, who shall consist of—*

19 *“(A) a designee of the Secretary of Trans-*  
20 *portation;*

21 *“(B) a designee of the Secretary of Defense;*

22 *“(C) 5 members representing aerospace and*  
23 *technology interests, appointed by the Adminis-*  
24 *trator;*

1           “(D) 5 members representing aerospace and  
2           technology interests, appointed by the Secretary  
3           of Transportation; and

4           “(E) 1 member, appointed by the Secretary  
5           of Transportation, who is the head of a union  
6           representing air traffic control system employees.

7           “(3) QUALIFICATIONS.—No officer or employee of  
8           the United States Government may be appointed to  
9           the Council under subparagraph (C) or (D) of para-  
10          graph (2).

11          “(4) FUNCTIONS.—

12           “(A) IN GENERAL.—

13           “(i) ADVISE; COUNSEL.—The Council  
14           shall provide advice and counsel to the Ad-  
15           ministrators on issues which affect or are af-  
16           fected by the activities of the Administrator.

17           “(ii) RESOURCE.—The Council shall  
18           function as an oversight resource for man-  
19           agement, policy, spending, and regulatory  
20           matters under the jurisdiction of the Ad-  
21           ministrators.

22           “(iii) SUBMISSIONS TO ADMINISTRATION.—With respect to Administration  
23           management, policy, spending, funding,  
24           data management and analysis, safety ini-  
25

1            *tiatives, international agreements, activities*  
2            *of the International Civil Aviation Organi-*  
3            *zation, and regulatory matters affecting the*  
4            *aerospace industry and the national air-*  
5            *space system, the Council may—*

6                    *“(I) regardless of whether solicited*  
7                    *by the Administrator, submit com-*  
8                    *ments, recommended modifications,*  
9                    *proposals, and supporting or dis-*  
10                   *senting views to the Administrator;*  
11                   *and*

12                   *“(II) request the Administrator*  
13                   *include in any submission to Congress,*  
14                   *the Secretary, or the general public,*  
15                   *and in any submission for publication*  
16                   *in the Federal Register, a description*  
17                   *of the comments, recommended modi-*  
18                   *fications, and dissenting or supporting*  
19                   *views received from the Council under*  
20                   *subclause (I).*

21                   *“(iv) REASONING.—Together with a*  
22                   *Council submission that is published or de-*  
23                   *scribed under clause (iii)(II), the Adminis-*  
24                   *trator shall provide the reasons for any dif-*  
25                   *ferences between the views of the Council*

1                   *and the views or actions of the Adminis-*  
2                   *trator.*

3                   “(v) *COST-BENEFIT ANALYSIS.—The*  
4                   *Council shall review the rulemaking cost-*  
5                   *benefit analysis process and develop rec-*  
6                   *ommendations to improve the analysis and*  
7                   *ensure that the public interest is fully pro-*  
8                   *tected.*

9                   “(vi) *PROCESS REVIEW.—The Council*  
10                  *shall review the process through which the*  
11                  *Administration determines to use advisory*  
12                  *circulars, service bulletins, and other exter-*  
13                  *nally facing guidance and regulatory mate-*  
14                  *rial.*

15                  “(B) *MEETINGS.—The Council shall meet*  
16                  *on a regular and periodic basis or at the call of*  
17                  *the chair or of the Administrator.*

18                  “(C) *ACCESS TO DOCUMENTS AND STAFF.—*  
19                  *The Administration may give the Council appro-*  
20                  *priate access to relevant documents and per-*  
21                  *sonnel of the Administration, and the Adminis-*  
22                  *trator shall make available, consistent with the*  
23                  *authority to withhold commercial and other pro-*  
24                  *prietary information under section 552 of title 5*  
25                  *(commonly known as the ‘Freedom of Informa-*

1           tion Act'), cost data associated with the acquisi-  
2           tion and operation of air traffic service systems.

3           “(D) *DISCLOSURE OF COMMERCIAL OR PRO-*  
4           *PRIETARY DATA.*—Any member of the Council  
5           who receives commercial or other proprietary  
6           data as provided for in this paragraph from the  
7           Administrator shall be subject to the provisions  
8           of section 1905 of title 18, pertaining to unau-  
9           thorized disclosure of such information.

10          “(5) *APPLICATION OF CHAPTER 10 OF TITLE 5.*—  
11          Chapter 10 of title 5 does not apply to—

12                 “(A) the Council;

13                 “(B) such aviation rulemaking committees  
14                 as the Administrator shall designate; or

15                 “(C) such aerospace rulemaking committees  
16                 as the Secretary shall designate.

17          “(6) *ADMINISTRATIVE MATTERS.*—

18                 “(A) *TERMS.*—Members of the Council ap-  
19                 pointed under paragraph (2)(C) shall be ap-  
20                 pointed for a term of 3 years.

21                 “(B) *TERM FOR AIR TRAFFIC CONTROL REP-*  
22                 *RESENTATIVE.*—The member appointed under  
23                 paragraph (2)(D) shall be appointed for a term  
24                 of 3 years, except that the term of such indi-  
25                 vidual shall end whenever the individual no

1           *longer meets the requirements of paragraph*  
2           *(2)(D).*

3           “(C) *VACANCY.*—*Any vacancy on the Coun-*  
4           *cil shall be filled in the same manner as the*  
5           *original appointment, except that any member*  
6           *appointed to fill a vacancy occurring before the*  
7           *expiration of the term for which the member’s*  
8           *predecessor was appointed shall be appointed for*  
9           *the remainder of that term.*

10           “(D) *CONTINUATION IN OFFICE.*—*A member*  
11           *of the Council whose term expires shall continue*  
12           *to serve until the date on which the member’s*  
13           *successor takes office.*

14           “(E) *REMOVAL.*—*Any member of the Coun-*  
15           *cil appointed under paragraph (2) may be re-*  
16           *moved for cause by whomever makes the appoint-*  
17           *ment.*

18           **【**“(F) *CHAIR; VICE CHAIR.*—*The Council*  
19           *shall elect a chair and a vice chair from among*  
20           *the members appointed under subparagraphs (C)*  
21           *and (D) of paragraph (2), each of whom shall*  
22           *serve for a term of 1 year. The vice chair shall*  
23           *perform the duties of the chair in the absence of*  
24           *the chair.***】**



1           “(G) *TRAVEL AND PER DIEM.*—Each mem-  
2           ber of the Council shall be paid actual travel ex-  
3           penses, and per diem in lieu of subsistence ex-  
4           penses when away from the usual place of resi-  
5           dence of the member, in accordance with section  
6           5703 of title 5.

7           “(H) *DETAIL OF PERSONNEL FROM THE*  
8           *ADMINISTRATION.*—The Administrator shall  
9           make available to the Council such staff, infor-  
10          mation, and administrative services and assist-  
11          ance as may reasonably be required to enable the  
12          Council to carry out its responsibilities under  
13          this subsection.”

14 **SEC. 135. AVIATION NOISE OFFICER.**

15          (a) *IN GENERAL.*—Section 106 of title 49, United  
16          States Code, is further amended by striking subsection (q)  
17          and inserting the following:

18          “(q) *AVIATION NOISE OFFICER.*—

19                  “(1) *IN GENERAL.*—The Administration has an  
20                  Aviation Noise Officer, who shall be appointed by the  
21                  Administrator.

22                  “(2) *REGIONAL OFFICERS.*—The Aviation Noise  
23                  Officer shall designate, within each region of the Ad-  
24                  ministration, a Regional Aviation Noise Officer.

1           “(3) *DUTIES.*—*The Aviation Noise Officer, in co-*  
2           *ordination with the Regional Aviation Noise Officers,*  
3           *shall—*

4                   “(A) *serve as a liaison with the public, in-*  
5                   *cluding community groups, on issues regarding*  
6                   *aircraft noise;*

7                   “(B) *make recommendations to the Admin-*  
8                   *istrator to address concerns raised by the public*  
9                   *in decision making processes; and*

10                   “(C) *be consulted when the Administration*  
11                   *proposes changes in aircraft routes so as to min-*  
12                   *imize any increases in aircraft noise over popu-*  
13                   *lated areas.*

14           “(4) *NUMBER OF FULL-TIME EQUIVALENT EM-*  
15           *PLOYEES.*—*The appointment of an Aviation Noise*  
16           *Officer under this subsection shall not result in an in-*  
17           *crease in the number of full-time equivalent employees*  
18           *in the Administration.”.*

19           “(b) *CONFORMING AMENDMENTS.*—*Section 180 of the*  
20           *FAA Reauthorization Act of 2018 (49 U.S.C. 106 note) and*  
21           *the items relating to such section in the table of contents*  
22           *contained in section 1(b) of that Act, are repealed.*

23   **SEC. 136. CHIEF OPERATING OFFICER.**

24           Section 106(r) of title 49, United States Code, is  
25           amended—

1           (1) *in paragraph (1)—*

2                   (A) *by striking subparagraph (A) and in-*  
3                   *serting the following:*

4                           “(A) *APPOINTMENT.—There shall be a Chief*  
5                   *Operating Officer for the air traffic control sys-*  
6                   *tem that is appointed by the Administrator and*  
7                   *subject to the authority of the Administrator.”;*  
8                   *and*

9                           (B) *in subparagraph (E) by striking “shall*  
10                   *be appointed for the remainder of that term”*  
11                   *and inserting “may be appointed for either the*  
12                   *remainder of the term or for a full term”;*

13                   (2) *in paragraph (2) by striking “, with the ap-*  
14                   *proval of the Air Traffic Services Committee”;*

15                   (3) *in paragraph (3)—*

16                           (A) *by striking “, in consultation with the*  
17                   *Air Traffic Services Committee,”; and*

18                           (B) *by striking “annual basis.” and insert-*  
19                   *ing— “annual basis and shall include responsi-*  
20                   *bility for—*

21                           “(A) *the state of good repair of the air traffic*  
22                   *control system;*

23                           “(B) *the continuous improvement of the safety*  
24                   *and efficiency of the air traffic control system; and*

1           “(C) *identifying services and solutions to in-*  
2           *crease the safety and efficiency of airspace use and to*  
3           *support the safe integration of all airspace users.”;*

4           (4) *in paragraph (4) by striking “such informa-*  
5           *tion as may be prescribed by the Secretary” and in-*  
6           *serting “the annual performance agreement required*  
7           *under paragraph (3), an assessment of the perform-*  
8           *ance of the Chief Operating Officer in relation to the*  
9           *performance goals in the previous year’s performance*  
10           *agreement, and such other information as may be*  
11           *prescribed by the Administrator”; and*

12           (5) *in paragraph (5)—*

13           (A) *by striking “Chief Operating Officer, or*  
14           *any other authority within the Administration*  
15           *responsibilities, including” and inserting “Chief*  
16           *Operating Officer any authority of the Adminis-*  
17           *trator and shall delegate, at a minimum”;*

18           (B) *in subparagraph (A)—*

19           (i) *in clause (iii) by striking “and” at*  
20           *the end;*

21           (ii) *in clause (iv) by striking the pe-*  
22           *riod at the end and inserting “; and”;* and

23           (iii) *by adding at the end the fol-*  
24           *lowing:*

1                   “(v) plans to integrate new entrant op-  
2                   erations into the national airspace system  
3                   and associated action items.”; and  
4                   (C) in subparagraph (C)(ii) by striking  
5                   “and the Committee”.

6 **SEC. 137. REPORT ON UNFUNDED CAPITAL INVESTMENT**  
7                   **NEEDS OF AIR TRAFFIC CONTROL SYSTEM.**

8                   Section 106(r) of title 49, United States Code, is fur-  
9                   ther amended by adding at the end the following:

10                   “(6) UNFUNDED CAPITAL INVESTMENT NEEDS  
11                   REPORT.—

12                   “(A) IN GENERAL.—Not later than 10 days  
13                   after the date on which the budget of the Presi-  
14                   dent for a fiscal year is submitted to Congress  
15                   pursuant to section 1150 of title 31, the Chief  
16                   Operating Officer shall submit directly to the  
17                   Administrator, the Secretary, the Committee on  
18                   Transportation and Infrastructure of the House  
19                   of Representatives, and the Committee on Com-  
20                   merce, Science, and Transportation of the Senate  
21                   a report on any unfunded capital investment  
22                   needs of the air traffic control system.

23                   “(B) CONTENTS OF REPORT.—The report  
24                   required under subparagraph (A) shall include,

1           *for each unfunded capital investment need, the*  
2           *following:*

3                     “(i) *A summary description of such*  
4                     *unfunded capital investment need.*

5                     “(ii) *Objective to be achieved if such*  
6                     *unfunded capital investment need is funded*  
7                     *in whole or in part.*

8                     “(iii) *The additional amount of funds*  
9                     *recommended in connection with such objec-*  
10                    *tive.*

11                    “(iv) *The Budget Line Item Program*  
12                    *and Budget Line Item number associated*  
13                    *with such unfunded capital investment*  
14                    *need, as applicable.*

15                    “(v) *Any statutory requirement associ-*  
16                    *ated with such unfunded capital investment*  
17                    *need, as applicable.*

18                    “(C) *PRIORITIZATION OF REQUIREMENTS.—*  
19                    *The report required under subparagraph (A)*  
20                    *shall present unfunded capital investment needs*  
21                    *in overall urgency of priority.*

22                    “(D) *DEFINITION OF UNFUNDED CAPITAL*  
23                    *INVESTMENT NEED.—In this paragraph the term*  
24                    *‘unfunded capital investment need’ means a pro-*  
25                    *gram that—*

1           “(i) is not funded in the budget of the  
2           President for the fiscal year as submitted to  
3           Congress pursuant to section 1105 of title  
4           31;

5           “(ii) is for infrastructure or a system  
6           related to necessary modernization or  
7           sustainment of the air traffic control sys-  
8           tem;

9           “(iii) is listed for any year in the most  
10          recent National Airspace System Capital  
11          Investment Plan of the Administration; and

12          “(iv) would have been recommended for  
13          funding through the budget referred to in  
14          subparagraph (A) by the Chief Operating  
15          Officer if—

16                 “(I) additional resources had been  
17                 available for the budget to fund the  
18                 program, activity, or mission require-  
19                 ment; or

20                 “(II) the program, activity, or  
21                 mission requirement has emerged since  
22                 the budget was formulated.”.

23 **SEC. 138. CHIEF TECHNOLOGY OFFICER.**

24          Section 106(s) of title 49, United States Code, is  
25          amended—

1           (1) in paragraph (1)—

2                   (A) in subparagraph (A) by striking “There  
3 shall be” and all that follows through the period  
4 at the end and inserting “The Chief Technology  
5 Officer shall be appointed by the Chief Operating  
6 Officer of the air traffic control system with the  
7 consent of the Administrator.”;

8                   (B) in subparagraph (B) by striking “man-  
9 agement” and inserting “management, systems  
10 management,”;

11                  (C) by striking subparagraph (D);

12                  (D) by redesignating subparagraphs (A)  
13 through (C) as subparagraphs (B) through (D),  
14 respectively; and

15                  (E) by inserting before subparagraph (B),  
16 as so redesignated, the following:

17                   “(A) *ESTABLISHMENT*.—There shall be a  
18 Chief Technology Officer for the air traffic con-  
19 trol system that shall report directly to the Chief  
20 Operating Officer of the air traffic control sys-  
21 tem.”;

22           (2) in paragraph (2)—

23                   (A) in subparagraph (A) by striking “pro-  
24 gram”; and



1           (B) in subparagraph (F) by striking “air-  
2           craft operators” and inserting “the Administra-  
3           tion, aircraft operators, or other private pro-  
4           viders of information and services related to air  
5           traffic management”; and

6           (3) in paragraph (3)—

7           (A) in subparagraph (A) by striking “The  
8           Chief Technology Officer shall be subject to the  
9           postemployment provisions of section 207 of title  
10          18 as if the position of Chief Technology Officer  
11          were described in section 207(c)(2)(A)(i) of that  
12          title.”;

13          (B) by redesignating subparagraph (B) as  
14          subparagraph (C); and

15          (C) by inserting after subparagraph (A) the  
16          following:

17               “(B) *POST-EMPLOYMENT.*—The Chief Tech-  
18               nology Officer shall be subject to the  
19               postemployment provisions of section 207 of title  
20               18 as if the position of Chief Technology Officer  
21               were described in section 207(c)(2)(A)(i) of such  
22               title.”.

23 **SEC. 139. DEFINITION OF AIR TRAFFIC CONTROL SYSTEM.**

24           Section 40102(a)(47) of title 49, United States Code,  
25 is amended—

1           (1) *in subparagraph (C) by striking “and” at*  
2 *the end;*

3           (2) *in subparagraph (D) by striking the period*  
4 *at the end and inserting “; and”; and*

5           (3) *by adding at the end the following:*

6                   “(E) *systems, software, and hardware oper-*  
7 *ated, owned, and maintained by third parties*  
8 *that support or directly provide air navigation*  
9 *information and air traffic management services*  
10 *with Administration approval.”.*

11 **SEC. 140. PEER REVIEW OF OFFICE OF WHISTLEBLOWER**  
12 **PROTECTION AND AVIATION SAFETY INVES-**  
13 **TIGATIONS.**

14       *Section 106(t) of title 49, United States Code, is*  
15 *amended—*

16           (1) *by striking paragraph (7);*

17           (2) *by inserting after paragraph (6) the fol-*  
18 *lowing:*

19                   “(7) *DEPARTMENT OF TRANSPORTATION OFFICE*  
20 *OF THE INSPECTOR GENERAL PEER REVIEW.—*

21                           “(A) *IN GENERAL.—Not later than 2 years*  
22 *after the date of enactment of the Securing*  
23 *Growth and Robust Leadership in American*  
24 *Aviation Act, and every 5 years thereafter, the*  
25 *inspector general of the Department of Transpor-*

1            *tation shall perform a peer review of the Office*  
2            *of Whistleblower Protection and Aviation Safety*  
3            *Investigations.*

4            “(B) *PEER REVIEW SCOPE.*—*In completing*  
5            *the peer reviews required under this paragraph,*  
6            *the inspector general shall use the most recent*  
7            *peer review guides published by the Council of*  
8            *the Inspectors General on Integrity and Effi-*  
9            *ciency Audit Committee and Investigations Com-*  
10           *mittee.*

11           “(C) *REPORTS TO CONGRESS.*—*Not later*  
12           *than 90 days after the completion of a peer re-*  
13           *view required under this paragraph, the inspec-*  
14           *tor general shall submit to the Committee on*  
15           *Transportation and Infrastructure of the House*  
16           *of Representatives and the Committee on Com-*  
17           *merce, Science, and Transportation of the Senate*  
18           *a description of any actions taken or to be taken*  
19           *to address the results of the peer review.”; and*  
20           *(3) in paragraph (8)(B) by striking the comma.*

21 **SEC. 141. CYBERSECURITY LEAD.**

22           (a) *IN GENERAL.*—*The Administrator of the Federal*  
23           *Aviation Administration shall designate an executive of the*  
24           *Administration to serve as the lead for the cybersecurity*

1 of Administration systems and hardware (hereinafter re-  
2 ferred to as the “Cybersecurity Lead”).

3 (b) DUTIES.—The Cybersecurity Lead shall carry out  
4 duties and powers prescribed by the Administrator, includ-  
5 ing the management of activities required under subtitle B  
6 of title VI of the Securing Growth and Robust Leadership  
7 in American Aviation Act.

8 (c) BRIEFING.—Not later than 1 and 3 years after the  
9 date of enactment of this Act, the Cybersecurity Lead shall  
10 provide a briefing to the Committee on Transportation and  
11 Infrastructure of the House of Representatives and the Com-  
12 mittee on Commerce, Science, and Transportation of the  
13 Senate on the implementation of subtitle B of title VI of  
14 the Securing Growth and Robust Leadership in American  
15 Aviation Act.

16 **SEC. 142. REDUCING FAA WASTE, INEFFICIENCY, AND UN-**  
17 **NECESSARY RESPONSIBILITIES.**

18 (a) ANNUAL REPORT ON AVIATION ACTIVITIES.—Sec-  
19 tion 308 of title 49, United States Code, is amended—

20 (1) by striking subsection (b);

21 (2) by redesignating subsection (c) as subsection  
22 (b); and

23 (3) by redesignating subsection (e) as subsection  
24 (c).

1           (b) *ANNUAL REPORT ON THE PURCHASE OF FOREIGN*  
2 *MANUFACTURED ARTICLES.*—Section 40110(d) of title 49,  
3 *United States Code, is amended by striking paragraph (5).*

4           (c) *ANNUAL REPORT ON ASSISTANCE TO FOREIGN*  
5 *AVIATION AUTHORITIES.*—Section 40113(e) of title 49,  
6 *United States Code, is amended—*

7                 (1) *by striking paragraph (4); and*

8                 (2) *by redesignating paragraph (5) as para-*  
9 *graph (4).*

10           (d) *AIP ANNUAL REPORT.*—Section 47131 of title 49,  
11 *United States Code, and the item relating to such section*  
12 *in the analysis for chapter 471 of such title, are repealed.*

13           (e) *TRANSFER OF AIRPORT LAND USE COMPLIANCE*  
14 *REPORT TO NPIAS.*—Section 47103 of title 49, *United*  
15 *States Code, is amended—*

16                 (1) *by redesignating subsection (d) as subsection*  
17 *(e); and*

18                 (2) *by inserting after subsection (c) the fol-*  
19 *lowing:*

20                 “(d) *NON-COMPLIANT AIRPORTS.*—

21                         “(1) *IN GENERAL.*—*The Secretary shall include*  
22 *in the plan a detailed statement listing airports the*  
23 *Secretary has reason to believe are not in compliance*  
24 *with grant assurances or other requirements with re-*  
25 *spect to airport lands and shall include—*

1                   “(A) the circumstances of noncompliance;

2                   “(B) the timeline for corrective action with  
3                   respect to such noncompliance; and

4                   “(C) any corrective action the Secretary in-  
5                   tends to require to bring the airport sponsor into  
6                   compliance.

7                   “(2) LISTING.—The Secretary is not required to  
8                   conduct an audit or make a final determination be-  
9                   fore including an airport on the list referred to in  
10                  paragraph (1).”.

11                  (f) NOTICE TO AIRPORT SPONSORS REGARDING PUR-  
12 CHASE OF AMERICAN MADE EQUIPMENT AND PRODUCTS.—  
13 Section 306 of the Federal Aviation Administration Au-  
14 thorization Act of 1994 (49 U.S.C. 50101 note) is amend-  
15 ed—

16                  (1) in subsection (a) by striking “(a)” and all  
17                  that follows through “It is the sense” and inserting  
18                  “*It is the sense*”; and

19                  (2) by striking subsection (b).

20                  (g) OBSOLETE AVIATION SECURITY REQUIRE-  
21 MENTS.—Sections 302, 307, 309, and 310 of the Federal  
22 Aviation Reauthorization Act of 1996 (Public Law 104-  
23 264), and the items relating to such sections in the table  
24 of contents in section 1(b) of such Act, are repealed.

1           (h) *REGULATION OF ALASKA GUIDE PILOTS.*—Section  
2 732 of the *Wendell H. Ford Aviation Investment and Re-*  
3 *form Act for the 21st Century* (49 U.S.C. 44701 note) is  
4 amended—

5           (1) *by striking subsection (b);*

6           (2) *by redesignating subsection (c) as subsection*  
7 *(b); and*

8           (3) *in subsection (b), as so redesignated—*

9           (A) *in the heading by striking “DEFINI-*  
10 *TIONS” and inserting “DEFINITION OF ALASKA*  
11 *GUIDE PILOT”;* and

12           (B) *by striking “, the following definitions*  
13 *apply” and all that follows through “The term*  
14 *‘Alaska guide pilot’” and inserting “the term*  
15 *‘Alaska guide pilot’”.*

16           (i) *NEXT GENERATION AIR TRANSPORTATION SENIOR*  
17 *POLICY COMMITTEE.*—Section 710 of the *Vision 100–Cen-*  
18 *tury of Aviation Reauthorization Act* (49 U.S.C. 40101  
19 note), and the item relating to such section in the table of  
20 contents in section 1(b) of such Act, are repealed.

21           (j) *IMPROVED PILOT LICENSES AND PILOT LICENSE*  
22 *RULEMAKING.*—

23           (1) *INTELLIGENCE REFORM AND TERRORISM*  
24 *PREVENTION ACT.*—Section 4022 of the *Intelligence*  
25 *Reform and Terrorism Prevention Act of 2004* (49

1       *U.S.C. 44703 note), and the item relating to such sec-*  
2       *tion in the table of contents in section 1(b) of such*  
3       *Act, are repealed.*

4               (2) *FAA MODERNIZATION AND REFORM ACT OF*  
5       *2012.—Section 321 of the FAA Modernization and Re-*  
6       *form Act of 2012 (49 U.S.C. 44703 note), and the*  
7       *item relating to such section in the table of contents*  
8       *in section 1(b) of such Act, are repealed.*

9               (k) *TECHNICAL TRAINING AND STAFFING STUDY.—*  
10       *Section 605 of the FAA Modernization and Reform Act of*  
11       *2012 (Public Law 112–95) is amended—*

12               (1) *by striking subsection (a);*

13               (2) *in subsection (b)—*

14                       (A) *by striking “(b) Workload of Systems*  
15                       *Specialists.—”; and*

16                       (B) *by redesignating paragraphs (1)*  
17                       *through (3) as subsections (a) through (c) (and*  
18                       *adjust the margins appropriately); and*

19                       (3) *in subsection (c) (as so redesignated) by*  
20                       *striking “paragraph (1)” and inserting “subsection*  
21                       *(a)”.*

22               (l) *FERRY FLIGHT DUTY PERIOD AND FLIGHT TIME*  
23       *RULEMAKINGS.—Section 345 of the FAA Modernization*  
24       *and Reform Act of 2012 (49 U.S.C. 44701 note), and the*



1 *item relating to such section in the table of contents in sec-*  
2 *tion 1(b) of such Act, are repealed.*

3       (m) *LASER POINTER INCIDENT REPORTS.*—Section  
4 *2104 of FAA Extension, Safety, and Security Act of 2016*  
5 *(49 U.S.C. 46301 note) is amended—*

6           (1) *in subsection (a) by striking “quarterly” and*  
7 *inserting “annually”; and*

8           (2) *by adding at the end the following:*

9       “(c) *REPORT SUNSET.*—Subsection (a) shall cease to  
10 *be effective after September 30, 2028.”.*

11       (n) *COLD WEATHER PROJECTS BRIEFING.*—Section  
12 *156 of the FAA Reauthorization Act of 2018 (49 U.S.C.*  
13 *47112 note) is amended—*

14           (1) *by striking subsection (b); and*

15           (2) *by redesignating subsection (c) as subsection*  
16 *(b).*

## 17 **TITLE II—GENERAL AVIATION**

### 18 **Subtitle A—Expanding Pilot**

### 19 **Privileges and Protections**

#### 20 **SEC. 201. REEXAMINATION OF PILOTS OR CERTIFICATE** 21 **HOLDERS.**

22       *The Pilot’s Bill of Rights (49 U.S.C. 44703 note) is*  
23 *amended by adding at the end the following:*

1 **“SEC. 5. REEXAMINATION OF AN AIRMAN CERTIFICATE.**

2       “(a) *IN GENERAL.*—*The Administrator shall provide*  
3 *timely, written notification to an individual subject to a*  
4 *reexamination of an airman certificate issued under chap-*  
5 *ter 447 of title 49, United States Code.*

6       “(b) *INFORMATION REQUIRED.*—*In providing notifi-*  
7 *cation under subsection (a), the Administrator shall inform*  
8 *the individual—*

9               “(1) *of the nature of the reexamination and the*  
10 *specific activity on which the reexamination is neces-*  
11 *sitated;*

12               “(2) *that the reexamination shall occur within 1*  
13 *year from the date of the notice provided by the Ad-*  
14 *ministrator, after which, if the reexamination is not*  
15 *conducted, the airman certificate may be suspended*  
16 *or revoked; and*

17               “(3) *when, as determined by the Administrator,*  
18 *an oral or written response to the notification from*  
19 *the Administrator is not required.*

20       “(c) *EXCEPTION.*—*Nothing in this section prohibits*  
21 *the Administrator from reexamining a certificate holder if*  
22 *the Administrator has reasonable grounds—*

23               “(1) *to establish that an airman may not be*  
24 *qualified to exercise the privileges of a certificate or*  
25 *rating based upon an act or omission committed by*  
26 *the airman while exercising such privileges or per-*

1       *forming ancillary duties associated with the exercise*  
2       *of such privileges; or*

3               “(2) *to demonstrate that the airman obtained*  
4       *such a certificate or rating through fraudulent means*  
5       *or through an examination that was substantially*  
6       *and inadequate to establish the qualifications of an*  
7       *airman.*

8               “(d) *STANDARD OF REVIEW.—An order issued by the*  
9       *Administrator to amend, modify, suspend, or revoke an air-*  
10       *man certificate after reexamination of the airman is subject*  
11       *to the standard of review provided for under section 2 of*  
12       *this Act.*”.

13       **SEC. 202. GAO REVIEW OF PILOT’S BILL OF RIGHTS.**

14               “(a) *IN GENERAL.—Not later than 2 years after the*  
15       *date of enactment of this Act, the Comptroller General of*  
16       *the United States shall submit to the Committee on Trans-*  
17       *portation and Infrastructure of the House of Representa-*  
18       *tives and the Committee on Commerce, Science, and Trans-*  
19       *portation of the Senate a study of the implementation of*  
20       *the Pilot’s Bill of Rights (49 U.S.C. 44703 note).*

21               “(b) *CONTENTS.—In conducting the study under sub-*  
22       *section (a), the Comptroller General shall review—*

23                       “(1) *the implementation and application of the*  
24       *Pilot’s Bill of Rights (49 U.S.C. 44703 note);*

1           (2) *the application of the Federal Rules of Civil*  
2           *Procedure and the Federal Rules of Evidence to cov-*  
3           *ered proceedings by the National Transportation*  
4           *Safety Board, as required by section 2 of the Pilot’s*  
5           *Bill of Rights (49 U.S.C. 44703 note);*

6           (3) *the appeal process and the typical length of*  
7           *time associated with a final determination in a cov-*  
8           *ered proceeding; and*

9           (4) *any impacts of the implementation of the Pi-*  
10          *lot’s Bill of Rights (49 U.S.C. 44703 note).*

11          (c) *COVERED PROCEEDINGS.*—*In this section, the term*  
12          *“covered proceeding” means a proceeding conducted under*  
13          *subpart C, D, or F of part 821 of title 49, Code of Federal*  
14          *Regulations, relating to denial, amendment, modification,*  
15          *suspension, or revocation of an airman certificate.*

16          **SEC. 203. EXPANSION OF BASICMED.**

17          (a) *IN GENERAL.*—*Section 2307 of the FAA Extension,*  
18          *Safety, and Security Act of 2016 (49 U.S.C. 44703 note)*  
19          *is amended—*

20                 (1) *in subsection (a)—*

21                         (A) *by striking paragraph (2) and inserting*  
22                         *the following:*

23                                 “(2) *the individual holds a medical certificate*  
24                                 *issued by the Federal Aviation Administration or has*

1       *held such a certificate at any time after July 14,*  
2       *2006;”;*

3               *(B) in paragraph (7) by inserting “cal-*  
4       *endar” before “months”; and*

5               *(C) in paragraph (8)(A) by striking “5”*  
6       *and inserting “6”;*

7               *(2) in subsection (b)(2)(A)(i) by inserting “(or*  
8       *any successor form)” after “(3–99)”;*

9               *(3) by striking subsection (h) and inserting the*  
10       *following:*

11       *“(h) REPORT REQUIRED.—Not later than 4 years after*  
12       *the date of enactment of the Securing Growth and Robust*  
13       *Leadership in American Aviation Act, the Administrator,*  
14       *in coordination with the National Transportation Safety*  
15       *Board, shall submit to the Committee on Transportation*  
16       *and Infrastructure of the House of Representatives and the*  
17       *Committee on Commerce, Science, and Transportation of*  
18       *the Senate a report that describes the effect of the regula-*  
19       *tions issued or revised under subsection (a) and includes*  
20       *statistics with respect to changes in small aircraft activity*  
21       *and safety incidents.”; and*

22               *(4) in subsection (j)—*

23               *(A) in paragraph (1) by striking “6” and*  
24       *inserting “7”; and*

1                   (B) in paragraph (2) by striking “6,000”  
2                   and inserting “12,500”.

3           (b) *RULEMAKING.*—The Administrator of the Federal  
4 Aviation Administration shall update regulations in parts  
5 61 and 68 of title 14, Code of Federal Regulations, as nec-  
6 essary, to implement the amendments made by this section.

7           (c) *APPLICABILITY.*—Beginning on the date that is 120  
8 days after the date of enactment of this Act, the Adminis-  
9 trator shall apply part 68, Code of Federal Regulations,  
10 in a manner reflecting the amendments made by this sec-  
11 tion.

12 **SEC. 204. DATA PRIVACY.**

13           (a) *IN GENERAL.*—Chapter 441 of title 49, United  
14 States Code, is amended by adding at the end the following:

15 **“§ 44114. Privacy**

16           “(a) *IN GENERAL.*—Notwithstanding any other provi-  
17 sion of law, the Administrator of the Federal Aviation Ad-  
18 ministration shall establish and continuously improve a  
19 process by which, upon request of a private aircraft owner  
20 or operator, the Administrator blocks the registration num-  
21 ber and other similar identifiable data or information, ex-  
22 cept for physical markings required by law, of the aircraft  
23 of the owner or operator from any public dissemination or  
24 display (except in furnished data or information made  
25 available to or from a Government agency pursuant to a

1 *government contract, subcontract, or agreement) for the*  
2 *noncommercial flights of the owner or operator.*

3       “(b) *WITHHOLDING PERSONALLY IDENTIFIABLE IN-*  
4 *FORMATION ON AIRCRAFT REGISTRY.*—Not later than 1  
5 *year after the date of enactment of this section and notwith-*  
6 *standing any other provision of law, the Administrator*  
7 *shall establish a procedure by which, upon request of a pri-*  
8 *vate aircraft owner or operator, the Administrator shall*  
9 *withhold from public disclosure (except in furnished data*  
10 *or information made available to or from a Government*  
11 *agency pursuant to a government contract, subcontract, or*  
12 *agreement) the personally identifiable information of such*  
13 *individual on the Civil Aviation Registry website.*

14       “(c) *ICAO AIRCRAFT IDENTIFICATION CODE.*—

15               “(1) *IN GENERAL.*—The Administrator shall es-  
16 *tablish a program for aircraft owners and operators*  
17 *to apply for a new ICAO aircraft identification code.*

18               “(2) *LIMITATIONS.*—In carrying out the pro-  
19 *gram described in paragraph (1), the Administrator*  
20 *shall require—*

21                       “(A) *each applicant to substantiate the safe-*  
22 *ty or security need in applying for a new ICAO*  
23 *aircraft identification code; and*

24                       “(B) *each approved applicant who obtains*  
25 *a new ICAO aircraft identification code to com-*

1            *ply with all applicable aspects of, or related to,*  
2            *part 45 of title 14, Code of Federal Regulations,*  
3            *including updating an aircraft's registration*  
4            *number and N-Number to reflect such aircraft's*  
5            *new ICAO aircraft identification code.*

6            “(d) *DECOUPLING MODE S CODES.—The Adminis-*  
7            *trator shall develop a plan for which the Administrator*  
8            *could allow for a process to disassociate an assigned Mode*  
9            *S code with the number assigned to an aircraft that is reg-*  
10           *istered pursuant to section 44103.*

11           “(e) *DEFINITIONS.—In this section:*

12                    “(1) *ADS-B.—The term ‘ADS-B’ means auto-*  
13                    *matic dependent surveillance-broadcast.*

14                    “(2) *ICAO.—The term ‘ICAO’ means the Inter-*  
15                    *national Civil Aviation Organization.*

16                    “(3) *PERSONALLY IDENTIFIABLE INFORMA-*  
17                    *TION.—The term ‘personally identifiable information’*  
18                    *means—*

19                            “(A) *the mailing address or registration ad-*  
20                            *dress of an individual;*

21                            “(B) *an electronic address (including an e-*  
22                            *mail address) of an individual; or*

23                            “(C) *the telephone number of an indi-*  
24                            *vidual.”.*

25            (b) *STUDY ON ENCRYPTING ADS-B.—*



1           (1) *IN GENERAL.*—Not later than 1 year after  
2           the date of enactment of this Act, the Administrator  
3           of the Federal Aviation Administration shall seek to  
4           enter into an agreement with a qualified organization  
5           to conduct a study assessing the technical challenges,  
6           impact to international aviation operations, benefits,  
7           and costs of encrypting ADS-B signals to provide for  
8           a safer and more secure environment for national air-  
9           space system users.

10           (2) *CONSULTATION.*—In carrying out the study  
11           under paragraph (1), a qualified organization shall  
12           consult with representatives of—

13                   (A) air carriers;

14                   (B) collective bargaining representatives of  
15           the Federal Aviation Administration aéro-  
16           nautical information specialists;

17                   (C) original equipment manufacturers of  
18           ADS-B equipment;

19                   (D) general aviation;

20                   (E) business aviation; and

21                   (F) aviation safety experts with specific  
22           knowledge of aircraft cybersecurity.

23           (3) *CONSIDERATIONS.*—In carrying out the  
24           study under paragraph (1), a qualified organization  
25           shall consider—

1           (A) the technical requirements for  
2           encrypting ADS-B signals for both the 978 Mhz  
3           and 1090 Mhz frequencies;

4           (B) the advantages of encrypting ADS-B  
5           signals for both the 978 Mhz and 1090 Mhz fre-  
6           quencies, including those related to cybersecurity  
7           protections, safety, and privacy of national air-  
8           space system users;

9           (C) the disadvantages of encrypting ADS-  
10          B signals for both the 978 Mhz and 1090 Mhz  
11          frequencies, including those related to cybersecu-  
12          rity protections, safety, and privacy of national  
13          airspace system users;

14          (D) the challenges of encrypting ADS-B  
15          signals for both the 978 Mhz and 1090 Mhz fre-  
16          quencies, including coordination considerations  
17          with the International Civil Aviation Organiza-  
18          tion and foreign civil aviation authorities;

19          (E) potential new aircraft equipage require-  
20          ments and estimated costs;

21          (F) the impact to nongovernmental third-  
22          party users of ADS-B data;

23          (G) the estimated costs to—

24                 (i) the Federal Aviation Administra-  
25                 tion;

1                   (ii) aircraft owners required to equip  
2                   with ADS-B equipment for aviation oper-  
3                   ations; and

4                   (iii) other relevant persons the Admin-  
5                   istrator determines necessary; and

6                   (H) the impact to national airspace system  
7                   operations during implementation and post-im-  
8                   plementation.

9                   (4) *REPORT.*—In any agreement entered into  
10                  under paragraph (1), the Administrator shall ensure  
11                  that, not later than 1 year after the completion of the  
12                  study required under paragraph (1), the qualified or-  
13                  ganization that has entered into such agreement shall  
14                  submit to the Administrator, the Committee on  
15                  Transportation and Infrastructure of the House of  
16                  Representatives, and the Committee on Commerce,  
17                  Science, and Transportation of the Senate a report on  
18                  the results of the study described in paragraph (1),  
19                  including the findings and recommendations related  
20                  to each item specified under paragraph (3).

21                  (5) *DEFINITION OF QUALIFIED ORGANIZATION.*—  
22                  In this subsection, the term “qualified organization”  
23                  means an independent nonprofit organization de-  
24                  scribed in section 501(c)(3) of the Internal Revenue

1        *Code of 1986 and exempt from taxation under section*  
2        *501(a) of such Code.*

3        *(c) CLERICAL AMENDMENT.—The analysis for chapter*  
4        *441 of title 49, United States Code, is amended by adding*  
5        *at the end the following:*

*“44114. Privacy.”.*

6        *(d) CONFORMING AMENDMENT.—Section 566 of the*  
7        *FAA Reauthorization Act of 2018 (49 U.S.C. 44103 note)*  
8        *and the item relating to such section in the table of contents*  
9        *under section 1(b) of that Act are repealed.*

10    **SEC. 205. PROHIBITION ON USING ADS-B DATA TO INITIATE**  
11                                    **AN INVESTIGATION.**

12        *Section 46101 of title 49, United States Code, is*  
13        *amended by adding at the end the following:*

14        *“(c) PROHIBITION ON USING ADS-B DATA TO INI-*  
15        *TIATE AN INVESTIGATION.—*

16                    *“(1) IN GENERAL.—Notwithstanding any provi-*  
17        *sion of this section, the Administrator of the Federal*  
18        *Aviation Administration may not initiate an inves-*  
19        *tigation (excluding a criminal investigation) of a per-*  
20        *son based exclusively on automatic dependent surveil-*  
21        *lance-broadcast data.*

22                    *“(2) RULE OF CONSTRUCTION.—Nothing in this*  
23        *subsection shall prohibit the use of automatic depend-*  
24        *ent surveillance-broadcast data in an investigation*  
25        *that was initiated for any reason other than the re-*

1 *view of automatic dependent surveillance-broadcast*  
2 *data, including if such investigation was initiated as*  
3 *a result of a report or complaint submitted to the Ad-*  
4 *ministrator.”.*

5 **SEC. 206. PROHIBITION ON N-NUMBER PROFITEERING.**

6 *Section 44103 of title 49, United States Code, is*  
7 *amended by adding at the end the following:*

8 *“(e) PROHIBITION ON N-NUMBER PROFITEERING.—*

9 *“(1) IN GENERAL.—No person may reserve an*  
10 *aircraft registration number without certifying that*  
11 *such person intends to use such registration num-*  
12 *ber—*

13 *“(A) immediately on a specific aircraft; or*

14 *“(B) for future use on an aircraft owned or*  
15 *controlled, or intended to be owned or controlled,*  
16 *by such person.*

17 *“(2) TRANSFERS.—A person may transfer a re-*  
18 *served aircraft registration number to another person*  
19 *if—*

20 *“(A) the transferor certifies that the aircraft*  
21 *registration number is relinquished willingly*  
22 *and at a cost to the transferee that does not oth-*  
23 *erwise exceed the amount paid by the transferor*  
24 *to reserve such number; and*

25 *“(B) the transferee—*

1                   “(i) certifies that the transferor did not  
2                   impose a dollar cost on the transfer that ex-  
3                   ceeds the amount provided for in subpara-  
4                   graph (A); and

5                   “(ii) complies with the certification re-  
6                   quirement under paragraph (1).”.

7 **SEC. 207. ACCOUNTABILITY FOR AIRCRAFT REGISTRATION**  
8                   **NUMBERS.**

9           (a) *IN GENERAL.*—Not later than 180 days after the  
10 date of enactment of this Act, the Administrator of the Fed-  
11 eral Aviation Administration shall initiate a review of the  
12 process for reserving aircraft registration numbers to ensure  
13 that such process offers an equal opportunity for members  
14 of the general public to obtain specific aircraft registration  
15 numbers.

16           (b) *ASSESSMENT.*—In conducting the review under  
17 subsection (a), the Administrator shall assess the following:

18                   (1) Whether the use of readily available software  
19                   to prevent computer or web-based auto-fill systems  
20                   from reserving aircraft registration numbers in bulk  
21                   would improve participation in the reservation proc-  
22                   ess by the general public.

23                   (2) Whether a limit should be imposed on the  
24                   number of consecutive years a person may reserve an  
25                   aircraft registration number.

1           (3) *The impact of the prohibition imposed by*  
2           *section 44103(e) of title 49, United States Code.*

3           (c) *BRIEFING.*—*Not later than 18 months after the*  
4           *date of enactment of this Act, the Administrator shall brief*  
5           *the Committee on Transportation and Infrastructure of the*  
6           *House of Representatives and the Committee on Commerce,*  
7           *Science, and Transportation of the Senate on the review*  
8           *conducted under subsection (a), including any rec-*  
9           *ommendations of the Administrator to improve equal par-*  
10           *ticipation in the process for reserving aircraft registration*  
11           *numbers by the general public.*

12   **SEC. 208. TIMELY RESOLUTION OF INVESTIGATIONS.**

13           (a) *IN GENERAL.*—*Not later than 2 years after the*  
14           *date of issuance of a letter of investigation to any person,*  
15           *the Administrator of the Federal Aviation Administration*  
16           *shall—*

17                   (1) *make a determination regarding such inves-*  
18                   *tigation and pursue subsequent action; or*

19                   (2) *close such investigation.*

20           (b) *EXTENSION.*—

21                   (1) *IN GENERAL.*—*If, upon review of the facts*  
22                   *and status of an investigation described in subsection*  
23                   *(a), the Administrator determines that the time pro-*  
24                   *vided to make a final determination or close such in-*

1 *vestigation is insufficient, the Administrator may ap-*  
 2 *prove an extension of such investigation for 2 years.*

3 (2) *ADDITIONAL EXTENSIONS.—The Adminis-*  
 4 *trator may approve consecutive extensions under*  
 5 *paragraph (1).*

6 (c) *DELEGATION.—The Administrator may not dele-*  
 7 *gate the authority to approve an extension described in sub-*  
 8 *section (b) to anyone other than the leadership of the Ad-*  
 9 *ministration as described in section 106(b) of title 49,*  
 10 *United States Code.*

11 **SEC. 209. EXPANSION OF VOLUNTEER PILOT ORGANIZA-**  
 12 **TION DEFINITION.**

13 *Section 821 of the FAA Modernization and Reform Act*  
 14 *of 2012 (49 U.S.C. 40101 note) is amended—*

15 (1) *in subsection (a)—*

16 (A) *by striking “for the fuel costs associated*  
 17 *with” and inserting “for the fuel costs and air-*  
 18 *port fees attributed to”; and*

19 (B) *by striking “for an individual or organ*  
 20 *for medical purposes (and for other associated*  
 21 *individuals)” and inserting “for the purposes de-*  
 22 *scribed in subsection (c)(2)”;* and

23 (2) *in subsection (c)(2) by striking “charitable*  
 24 *medical transportation.” and inserting the following:*  
 25 *“charitable transportation for the following purposes:*



1           “(A) *Assisting individuals in accessing*  
2           *medical care or treatment (and for other associ-*  
3           *ated individuals).*

4           “(B) *Delivering human blood, tissues, or or-*  
5           *gans.*

6           “(C) *Aiding disaster relief efforts pursuant*  
7           *to a—*

8                   “(i) *presidential declaration of a major*  
9                   *disaster or an emergency under the Robert*  
10                  *T. Stafford Disaster Relief and Emergency*  
11                  *Assistance Act (42 U.S.C. 5121 et seq.); or*

12                   “(ii) *declaration of a major disaster or*  
13                  *an emergency by a Governor of a State.”.*

14 **SEC. 210. CHARITABLE FLIGHT FUEL REIMBURSEMENT EX-**  
15 **EMPTIONS.**

16           (a) *IN GENERAL.—*

17                   (1) *VALIDITY OF EXEMPTION.—Except as other-*  
18                   *wise provided in this subsection, an exemption from*  
19                   *section 61.113(c) of title 14, Code of Federal Regula-*  
20                   *tions, that is granted by the Administrator of the*  
21                   *Federal Aviation Administration for the purpose of*  
22                   *allowing a volunteer pilot to accept reimbursement*  
23                   *from a volunteer pilot organization for the fuel costs*  
24                   *and airport fees attributed to a flight operation to*  
25                   *provide charitable transportation pursuant to section*

1       821 of the FAA Modernization and Reform Act of  
2       2012 (49 U.S.C. 40101 note) shall be valid for 5  
3       years.

4               (2) *FAILING TO ADHERE.*—If the Administrator  
5       finds an exemption holder under paragraph (1) or a  
6       volunteer pilot fails to adhere to the conditions and  
7       limitations of the exemption described under such  
8       paragraph, the Administrator may rescind or sus-  
9       pend the exemption.

10              (3) *NO LONGER QUALIFYING.*—If the Adminis-  
11       trator finds that such exemption holder no longer  
12       qualifies as a volunteer pilot organization, the Ad-  
13       ministrators shall rescind such exemption.

14              (4) *FORGOING EXEMPTION.*—If such exemption  
15       holder informs the Administrator that such holder no  
16       longer plans to exercise the authority granted by such  
17       exemption, the Administrator may rescind such ex-  
18       emption.

19       (b) *ADDITIONAL REQUIREMENTS.*—

20              (1) *IN GENERAL.*—A volunteer pilot organization  
21       may impose additional safety requirements on a vol-  
22       unteer pilot without—

23                      (A) being considered—

1                   (i) an air carrier (as such term is de-  
2                   fined in section 40102 of title 49, United  
3                   States Code); or

4                   (ii) a commercial operator (as such  
5                   term is defined in section 1.1 of title 14,  
6                   Code of Federal Regulations); or

7                   (B) constituting common carriage.

8                   (2) SAVINGS CLAUSE.—Nothing in this sub-  
9                   section may be construed to limit or otherwise affect  
10                  the authority of the Administrator to regulate, as ap-  
11                  propriate, a flight operation associated with a volun-  
12                  teer pilot organization that constitutes a commercial  
13                  operation or common carriage.

14                  (c) REISSUANCE OF EXISTING EXEMPTIONS.—In re-  
15                  issuing an expiring exemption described in subsection (a)  
16                  that was originally issued prior to the date of enactment  
17                  of this Act, the Administrator shall ensure that the reissued  
18                  exemption—

19                         (1) accounts for the provisions of this section and  
20                         section 821 of the FAA Modernization and Reform  
21                         Act of 2012 (49 U.S.C. 40101 note), as amended by  
22                         this Act; and

23                         (2) is otherwise substantially similar to the pre-  
24                         viously issued exemption.

1       (d) *STATUTORY CONSTRUCTION.*—*Nothing in this sec-*  
2 *tion shall be construed to—*

3           (1) *affect the authority of the Administrator to*  
4 *exempt a pilot (exercising the private pilot privileges)*  
5 *from any restriction on receiving reimbursement for*  
6 *the fuel costs and airport fees attributed to a flight*  
7 *operation to provide charitable transportation; or*

8           (2) *impose or authorize the imposition of any*  
9 *additional requirements by the Administrator on a*  
10 *flight that is arranged by a volunteer pilot organiza-*  
11 *tion in which the volunteer pilot—*

12               (A) *is not reimbursed the fuel costs and air-*  
13 *port fees attributed to a flight operation to pro-*  
14 *vide charitable flights; or*

15               (B) *pays a pro rata share of expenses as de-*  
16 *scribed in section 61.113(c) of title 14, Code of*  
17 *Federal Regulations.*

18       (e) *DEFINITIONS.*—*In this section:*

19           (1) *VOLUNTEER PILOT.*—*The term “volunteer*  
20 *pilot” means a person who—*

21               (A) *acts as a pilot in command of a flight*  
22 *operation to provide charitable transportation*  
23 *pursuant to section 821 of the FAA Moderniza-*  
24 *tion and Reform Act of 2012 (49 U.S.C. 40101*  
25 *note); and*

1           (B) holds a private pilot certificate, com-  
2           mercial pilot certificate, or an airline transpor-  
3           tation pilot certificate issued under part 61 of  
4           title 14, Code of Federal Regulations.

5           (2) *VOLUNTEER PILOT ORGANIZATION*.—The  
6           term “volunteer pilot organization” has the meaning  
7           given such term in section 821(c) of the *FAA Mod-*  
8           *ernization and Reform Act of 2012 (49 U.S.C. 40101*  
9           *note)*.

10 **SEC. 211. GAO REPORT ON CHARITABLE FLIGHTS.**

11           (a) *REPORT*.—Not later than 4 years after the date  
12 of enactment of this Act, the Comptroller General of the  
13 United States shall initiate a review of the following:

14           (1) *Applicable laws, regulations, policies, legal*  
15 *opinions, and guidance pertaining to charitable*  
16 *flights and the operations of such flights, including*  
17 *reimbursement of fuel costs.*

18           (2) *Petitions for exemption from the require-*  
19 *ments of section 61.113(c) of title 14, Code of Federal*  
20 *Regulations, for the purpose of allowing a pilot to ac-*  
21 *cept reimbursement for the fuel costs associated with*  
22 *a flight operation to provide charitable transportation*  
23 *pursuant to section 821 of the FAA Modernization*  
24 *and Reform Act of 2012 (49 U.S.C. 40101 note), as*  
25 *amended by this Act, including assessment of—*

1           (A) *the conditions and limitations a peti-*  
2           *tioner must comply with if the exemption is*  
3           *granted and whether such conditions and limita-*  
4           *tions are—*

5                   (i) *applied to petitioners in a con-*  
6                   *sistent manner; and*

7                   (ii) *commensurate with the types of*  
8                   *flight operations exemption holders propose*  
9                   *to conduct under any such exemptions;*

10           (B) *denied petitions for such an exemption*  
11           *and the reasons for the denial of such petitions;*  
12           *and*

13           (C) *the processing time of a petition for*  
14           *such an exemption.*

15           (3) *Charitable flights conducted without an ex-*  
16           *emption from section 61.113(c) of title 14, Code of*  
17           *Federal Regulations, including an analysis of the cer-*  
18           *tificates, qualifications, and aeronautical experience*  
19           *of the operators of such flights.*

20           (b) *CONSULTATION.—In carrying out the review initi-*  
21           *ated under subsection (a), the Comptroller General shall*  
22           *consult with charitable organizations, including volunteer*  
23           *pilot organizations, aircraft owners, and pilots who volun-*  
24           *teer to provide transportation for or on behalf of a chari-*

1 *table organization, flight safety experts, and employees of*  
2 *the Federal Aviation Administration.*

3       (c) *RECOMMENDATIONS.*—*As part of the review initi-*  
4 *ated under subsection (a), the Comptroller General shall*  
5 *make recommendations, as determined appropriate, to the*  
6 *Administrator of the Federal Aviation Administration to*  
7 *improve the rules, policies, and guidance pertaining to*  
8 *charitable flight operations.*

9       (d) *REPORT.*—*Upon completion of the review initiated*  
10 *under subsection (a), the Comptroller General shall submit*  
11 *to the Committee on Transportation and Infrastructure of*  
12 *the House of Representatives and the Committee on Com-*  
13 *merce, Science, and Transportation of the Senate a report*  
14 *describing the findings of such review and recommendations*  
15 *developed under subsection (c).*

16 **SEC. 212. ALL MAKES AND MODELS AUTHORIZATION.**

17       (a) *IN GENERAL.*—

18           (1) *UNLIMITED LETTER OF AUTHORIZATION.*—  
19 *Not later than 180 days after the date of enactment*  
20 *of this Act, the Administrator of the Federal Aviation*  
21 *Administration shall take such action as may be nec-*  
22 *essary to allow for the issuance of letters of authoriza-*  
23 *tions to airmen with the authorization for—*

1           (A) all types and makes of experimental  
2           high-performance single engine piston powered  
3           aircraft; and

4           (B) all types and makes of experimental  
5           high-performance multiengine piston powered  
6           aircraft.

7           (2) *REQUIREMENTS.*—An individual who holds a  
8           letter of authorization and applies for an authoriza-  
9           tion described in paragraph (1)(A) or (1)(B)—

10           (A) shall be given an all-makes and models  
11           authorization of—

12           (i) experimental single-engine piston  
13           powered authorized aircraft; or

14           (ii) experimental multiengine piston  
15           powered authorized aircraft;

16           (B) shall hold the appropriate category and  
17           class rating for the authorized aircraft;

18           (C) shall hold 3 experimental aircraft au-  
19           thorizations in aircraft of the same category and  
20           class rating for the authorization sought; and

21           (D) may become qualified in additional ex-  
22           perimental aircraft by completing aircraft spe-  
23           cific training.

24           (b) *RULE OF CONSTRUCTION.*—Nothing in this section  
25           may be construed to disallow an individual from being



1 *given both an authorization described in paragraph (1)(A)*  
2 *and an authorization described in paragraph (1)(B).*

3 *(c) FAILURE TO COMPLY.—*

4 *(1) IN GENERAL.—If the Administrator fails to*  
5 *implement subsection (a) within the time period pre-*  
6 *scribed in such subsection, the Administrator shall*  
7 *brief the Committee on Transportation and Infra-*  
8 *structure of the House of Representatives and the*  
9 *Committee on Commerce, Science, and Transpor-*  
10 *tation of the Senate on the status of the implementa-*  
11 *tion of such subsection on a monthly basis until the*  
12 *implementation is complete.*

13 *(2) NO DELEGATION.—The Administrator may*  
14 *not delegate the briefing described in paragraph (1).*

15 **SEC. 213. RESPONSE TO LETTER OF INVESTIGATION.**

16 *Section 2(b) of the Pilot's Bill of Rights (49 U.S.C.*  
17 *44703 note) is amended by adding at the end the following:*

18 *“(6) RESPONSE TO LETTER OF INVESTIGA-*  
19 *TION.—If an individual decides to respond to a Letter*  
20 *of Investigation described in paragraph (2)(B) such*  
21 *individual may respond not later than 30 days after*  
22 *receipt of such Letter, including providing written*  
23 *comments on the incident to the investigating office.”.*

1 **Subtitle B—General Aviation Safety**

2 **SEC. 221. ADS-B SAFETY ENHANCEMENT INCENTIVE PRO-**  
3 **GRAM.**

4 (a) *ESTABLISHMENT.*—Not later than 120 days after  
5 the date of enactment of this Act, the Administrator of the  
6 Federal Aviation Administration shall establish a program  
7 to provide rebates to owners of covered general aviation air-  
8 craft for the purchase of covered ADS-B equipment.

9 (b) *APPLICATION.*—To be eligible to receive a rebate  
10 under this section, an owner of a covered general aviation  
11 aircraft shall submit to the Administrator an application  
12 in such form, at such time, and containing such informa-  
13 tion as the Administrator may require, including proof of  
14 successful installation of covered ADS-B equipment.

15 (c) *AUTHORIZED REBATE.*—

16 (1) *AMOUNT.*—A rebate approved by the Admin-  
17 istrator to be issued to an owner of a covered general  
18 aviation aircraft shall be equal to the lesser of—

19 (A) the cost of purchasing the covered ADS-

20 B equipment; or

21 (B) \$2,000.

22 (2) *TIME.*—A rebate issued under the program  
23 under this section shall be redeemed or presented for  
24 payment not later than 180 days after issuance, after  
25 which time the rebate shall be deemed void.

1       (d) *SUNSET.*—*The program established under sub-*  
2 *section (a) shall terminate on October 1, 2027.*

3       (e) *RESTRICTION.*—*The Administrator may not offer*  
4 *rebates for—*

5           (1) *a software upgrade for covered ADS–B*  
6 *equipment;*

7           (2) *covered ADS–B equipment installed prior to*  
8 *the date of enactment of this Act;*

9           (3) *covered general aviation aircraft manufac-*  
10 *tured after January 1, 2020; or*

11           (4) *covered general aviation aircraft for which*  
12 *the Administrator has previously issued a rebate re-*  
13 *lated to the purchase and installation of covered*  
14 *ADS–B equipment.*

15       (f) *DEFINITIONS.*—*In this section:*

16           (1) *ADS–B.*—*The term “ADS–B” means auto-*  
17 *matic dependent surveillance–broadcast.*

18           (2) *COVERED ADS–B EQUIPMENT.*—*The term*  
19 *“covered ADS–B equipment” means ADS–B equip-*  
20 *ment that—*

21                   (A) *meets the performance requirements de-*  
22 *scribed in section 91.227 of title 14, Code of Fed-*  
23 *eral Regulations (or any successor regulation);*  
24 *and*

1                   (B) is capable of receiving and displaying  
2                   ADS-B information from other aircraft.

3                   (3) COVERED GENERAL AVIATION AIRCRAFT.—  
4                   The term “covered general aviation aircraft” means a  
5                   single-engine piston aircraft registered in the United  
6                   States that is not equipped with covered ADS-B  
7                   equipment.

8                   (g) AUTHORIZATION OF APPROPRIATIONS.—Out of  
9                   amounts made available under section 106(k) of title 49,  
10                  United States Code, there is authorized to be expended to  
11                  carry out this section and pay administrative costs  
12                  \$25,000,000 for fiscal year 2024 to remain available until  
13                  expended.

14                  **SEC. 222. GAO REPORT ON ADS-B TECHNOLOGY.**

15                  (a) IN GENERAL.—The Comptroller General of the  
16                  United States shall conduct a study on automatic depend-  
17                  ent surveillance-broadcast equipage and usage rates across  
18                  the active general aviation fleet in the United States.

19                  (b) CONTENTS.—In conducting the study described in  
20                  subsection (a), the Comptroller General shall, at a min-  
21                  imum—

22                         (1) analyze the reasons why aircraft owners  
23                         choose not to equip or use an aircraft with automatic  
24                         dependent surveillance-broadcast technology;

1           (2) *examine and substantiate any benefits and*  
2           *drawbacks of using automatic dependent surveillance-*  
3           *broadcast technology, including safety and oper-*  
4           *ational benefits and drawbacks;*

5           (3) *survey ways to further incentivize aircraft*  
6           *owners to equip and use aircraft with automatic de-*  
7           *pendent surveillance-broadcast technology; and*

8           (4) *examine the benefits, costs, and feasibility of*  
9           *requiring equipage of automatic dependent surveil-*  
10          *lance-broadcast technology on all newly manufactured*  
11          *aircraft other than aircraft issued a special air-*  
12          *worthiness certificate.*

13          (c) *REPORT.—Not later than 18 months after the date*  
14          *of enactment of this Act, the Comptroller General shall sub-*  
15          *mit to the Committee on Transportation and Infrastructure*  
16          *of the House of Representatives and the Committee on Com-*  
17          *merce, Science, and Transportation of the Senate a report*  
18          *on automatic dependent surveillance-broadcast described in*  
19          *subsection (b) and make recommendations to incentivize eq-*  
20          *uipage and usage rates across the active general aviation*  
21          *fleet in the United States.*

1 **SEC. 223. PROTECTING GENERAL AVIATION AIRPORTS**  
2 **FROM FAA CLOSURE.**

3 (a) *NON-SURPLUS PROPERTY.*—Section 47125 of title  
4 49, United States Code, is amended by adding at the end  
5 the following:

6 “(c) *WAIVING RESTRICTIONS.*—

7 “(1) *IN GENERAL.*—Subject to paragraph (2), the  
8 Secretary may grant to an airport, city, or county a  
9 waiver of any of the terms, conditions, reservations,  
10 or restrictions contained in a deed under which the  
11 United States conveyed to the airport, city, or county  
12 an interest in real property for airport purposes pur-  
13 suant to section 16 of the Federal Airport Act (60  
14 Stat. 179), section 23 of the Airport and Airway De-  
15 velopment Act of 1970 (84 Stat. 232), or this section.

16 “(2) *CONDITIONS.*—Any waiver granted by the  
17 Secretary pursuant to paragraph (1) shall be subject  
18 to the following conditions:

19 “(A) *The applicable airport, city, county, or*  
20 *other political subdivision shall agree that in*  
21 *conveying any interest in the real property*  
22 *which the United States conveyed to the airport,*  
23 *city, or county, the airport, city, or county will*  
24 *receive consideration for such interest that is*  
25 *equal to its current fair market value.*

1           “(B) Any consideration received by the air-  
2 port, city, or county under subparagraph (A)  
3 shall be used exclusively for the development, im-  
4 provement, operation, or maintenance of a pub-  
5 lic airport by the airport, city, or county.

6           “(C) Such waiver—

7               “(i) will not significantly impair the  
8 aeronautical purpose of an airport;

9               “(ii) will not result in the permanent  
10 closure of an airport (unless the Secretary  
11 determines that the waiver will directly fa-  
12 cilitate the construction of a replacement  
13 airport); or

14               “(iii) is necessary to protect or ad-  
15 vance the civil aviation interests of the  
16 United States.

17           “(D) Any other conditions required by the  
18 Secretary.

19           “(3) ANNUAL REPORTING.—The Secretary shall  
20 include a list and description of each waiver granted  
21 pursuant to paragraph (1) in the report required  
22 under section 47131.”.

23           (b) SURPLUS PROPERTY.—

24               (1) IN GENERAL.—Section 47151 of title 49,  
25 United States Code, is amended—

1                   (A) by striking subsection (d) and inserting  
2                   the following:

3                   “(d) *WAIVER OF CONDITION.*—*The Secretary may not*  
4 *waive any condition imposed on an interest in surplus*  
5 *property conveyed under subsection (a) that such interest*  
6 *be used for an aeronautical purpose unless the Secretary*  
7 *provides public notice not less than 30 days before the*  
8 *issuance of such waiver and determines that such waiver—*

9                   “(1) *will not significantly impair the aero-*  
10 *nautical purpose of an airport;*

11                   “(2) *will not result in the permanent closure of*  
12 *an airport (unless the Secretary determines that the*  
13 *waiver will directly facilitate the construction of a re-*  
14 *placement airport); or*

15                   “(3) *is necessary to protect or advance the civil*  
16 *aviation interests of the United States.”; and*

17                   (B) by adding at the end the following:

18                   “(f) *REVERSIONS OF PROPERTY.*—*The Secretary shall*  
19 *take all necessary action to revert surplus property con-*  
20 *veyed under this subchapter back to the United States if—*

21                   “(1) *the Secretary determines that an instrument*  
22 *conveying an interest in surplus property under this*  
23 *subchapter incorporates a provision providing for the*  
24 *reversion of such property in the event the property*  
25 *is not used for aeronautical purposes;*



1           “(2) other efforts by the Secretary to ensure that  
2           the property is used by the relevant airport sponsor  
3           is used for aeronautical purposes are unsuccessful;  
4           and

5           “(3) the Secretary determines that a reversion—

6                   “(A) will result in the property being used  
7                   for aeronautical purposes; or

8                   “(B) will not transfer liabilities, including  
9                   environmental liabilities, greater than the fair  
10                  market value of the property to the Govern-  
11                  ment.”; and

12           (2) *WAIVING AND ADDING TERMS.*—Section  
13           47153(c) of title 49, United States Code, is amended  
14           to read as follows:

15           “(c) *RESTRICTIONS ON WAIVER.*—Notwithstanding  
16           subsections (a) and (b), the Secretary may not waive any  
17           term under this section that an interest in land be used  
18           for an aeronautical purpose unless—

19                   “(1) the Secretary provides public notice not less  
20                   than 30 days before the issuance of a waiver; and

21                   “(2) the Secretary determines that such waiver—

22                           “(A) will not significantly impair the aero-  
23                           nautical purpose of an airport;

24                           “(B) will not result in the permanent clo-  
25                           sure of an airport (unless the Secretary deter-

1           *mines that the waiver will directly facilitate the*  
2           *construction of a replacement airport); or*

3                     *“(C) is necessary to protect or advance the*  
4           *civil aviation interests of the United States.”.*

5       *(c) REPEALS.—*

6           (1) *AIRPORTS NEAR CLOSED OR REALIGNED*  
7       *BASES.—Section 1203 of the Federal Aviation Reau-*  
8       *thorization Act of 1996 (49 U.S.C. 47101 note), and*  
9       *the item relating to such section in the table of con-*  
10       *tents under section 1(b) of such Act, are repealed.*

11           (2) *RELEASE FROM RESTRICTIONS.—Section 817*  
12       *of the FAA Modernization and Reform Act of 2012*  
13       *(49 U.S.C. 47125 note), and the item relating to such*  
14       *section in the table of contents under section 1(b) of*  
15       *such Act, are repealed.*

16       **SEC. 224. ENSURING SAFE LANDINGS DURING OFF-AIRPORT**  
17                     **OPERATIONS.**

18           *The Administrator of the Federal Aviation Adminis-*  
19       *tration shall not apply section 91.119 of title 14, Code of*  
20       *Federal Regulations, in any manner that requires a pilot*  
21       *to continue a landing that is unsafe.*

22       **SEC. 225. AIRPORT DIAGRAM TERMINOLOGY.**

23           (1) *IN GENERAL.—The Administrator of the Federal*  
24       *Aviation Administration shall update Airport Diagram*  
25       *Order JO 7910.4 and any related advisory circulars, policy,*

1 *and guidance to ensure the clear and consistent use of terms*  
2 *to delineate the types of parking available to general avia-*  
3 *tion pilots.*

4 *(b) COLLABORATION.—In carrying out subsection (a),*  
5 *the Administrator shall collaborate with industry stake-*  
6 *holders, commercial service airports, and general aviation*  
7 *airports in—*

8 *(1) facilitating basic standardization of general*  
9 *aviation parking terms;*

10 *(2) accounting for the majority of uses of general*  
11 *aviation parking terms; and*

12 *(3) providing clarity for chart users.*

13 *(c) IAC SPECIFICATIONS.—The Administrator shall*  
14 *encourage the Interagency Air Committee to incorporate the*  
15 *terms developed under subsection (a) in publications pro-*  
16 *duced by the Committee.*

17 **SEC. 226. ALTERNATIVE ADS-B TECHNOLOGIES FOR USE IN**  
18 **CERTAIN SMALL AIRCRAFT.**

19 *(a) IN GENERAL.—Not later than 3 years after the*  
20 *date of enactment of this Act, the Administrator of the Fed-*  
21 *eral Aviation Administration shall publish an approved list*  
22 *of effective alternatives to automatic dependent surveil-*  
23 *lance–broadcast equipment (in this section referred to as*  
24 *“alternative ADS–B equipment”)* for covered aircraft oper-

1 *ating outside of Mode C veil airspace so that such aircraft*  
2 *may voluntarily broadcast positioning to other aircraft.*

3 *(b) REVIEW; APPROVAL.—*

4 *(1) REVIEW.—In carrying out subsection (a), the*  
5 *Administrator shall, to the maximum extent prac-*  
6 *ticable, review available commercial-off-the-shelf al-*  
7 *ternative ADS-B equipment that are used outside of*  
8 *the United States for purposes of allowing a pilot to*  
9 *voluntarily utilize such equipment while operating*  
10 *outside of Mode C veil airspace and within the na-*  
11 *tional airspace system.*

12 *(2) APPROVAL.—The Administrator shall work*  
13 *with manufacturers of such equipment to expedite*  
14 *technical standard order authorization, or other ap-*  
15 *provals, required by the Administrator for such equip-*  
16 *ment for use in covered aircraft.*

17 *(c) DEFINITIONS.—In this section:*

18 *(1) ALTERNATIVE ADS-B EQUIPMENT.—The term*  
19 *“alternative ADS-B equipment” means a positioning*  
20 *technology that—*

21 *(A) does not otherwise meet the performance*  
22 *requirements prescribed in section 91.227 of title*  
23 *14, Code of Federal Regulations;*

24 *(B) may be affixed to, or portable within,*  
25 *a covered aircraft; and*

1           (C) can broadcast positioning of a covered  
2           aircraft to other aircraft operating outside of  
3           Mode C veil airspace.

4           (2) *COVERED AIRCRAFT*.—The term “covered air-  
5           craft” means—

6                   (A) a single-engine piston aircraft;

7                   (B) an ultralight aircraft; or

8                   (C) an aircraft not equipped with an elec-  
9                   trical system.

10          (d) *RULE OF CONSTRUCTION*.—Nothing in this section  
11          may be construed by the Administrator to require covered  
12          aircraft to install—

13                   (1) alternative ADS-B equipment; or

14                   (2) automatic dependent surveillance-broadcast  
15          equipment.

16          **SEC. 227. AIRSHOW SAFETY TEAM.**

17          (a) *IN GENERAL*.—Not later than 180 days after the  
18          date of enactment of this Act, the Administrator of the Fed-  
19          eral Aviation Administration shall coordinate with the  
20          General Aviation Joint Safety Committee to establish an  
21          Airshow Safety Team focused on airshow and aerial event  
22          safety.

23          (b) *OBJECTIVE*.—The objective of the Airshow Safety  
24          Team described in subsection (a) shall be to—

1           (1) *serve as a mechanism for Federal Govern-*  
2           *ment and industry cooperation, communication, and*  
3           *coordination on airshow and aerial event safety; and*

4           (2) *reduce airshow and aerial event accidents*  
5           *and incidents through non-regulatory, proactive safe-*  
6           *ty strategies.*

7           (c) *ACTIVITIES.—In carrying out the objectives pursu-*  
8           *ant to subsection (b), the Airshow Safety Team shall, at*  
9           *a minimum—*

10           (1) *perform an analysis of airshow and aerial*  
11           *event accidents and incidents in conjunction with the*  
12           *Safety Analysis Team;*

13           (2) *publish and update every 2 years after ini-*  
14           *tial publication an Airshow Safety Plan that incor-*  
15           *porates consensus based and data driven mitigation*  
16           *measures and non-regulatory safety strategies to im-*  
17           *prove and promote safety of the public, performers,*  
18           *and airport personnel; and*

19           (3) *engage the airshow and aerial event commu-*  
20           *nity to—*

21                   (A) *communicate non-regulatory, proactive*  
22                   *safety strategies identified by the Airshow Safety*  
23                   *Plan to mitigate incidents; and*

24                   (B) *discuss best practices to uphold and*  
25                   *maintain safety at events.*

1       (d) *MEMBERSHIP.*—*The Administrator may request*  
2 *the Airshow Safety Team be comprised of at least 10 indi-*  
3 *viduals, each of whom shall have knowledge or a background*  
4 *in the planning, execution, operation, or management of*  
5 *an airshow or aerial event.*

6       (e) *MEETINGS.*—*The Airshow Safety Team shall meet*  
7 *at least twice a year at the direction of the co-chairs of*  
8 *the General Aviation Joint Safety Committee.*

9       (f) *CONSTRUCTION.*—*The Administrator shall not ini-*  
10 *tiate a regulatory action based on any—*

11             (1) *discussion or sharing of information and*  
12 *data that occurs as part of an official meeting of the*  
13 *Airshow Safety Team; or*

14             (2) *safety strategies or best practices identified*  
15 *by the Airshow Safety Plan that are not intended to*  
16 *be used by the Administrator for regulatory purposes.*

17 **SEC. 228. TOWER MARKING NOTICE OF PROPOSED RULE-**  
18 **MAKING.**

19       (a) *IN GENERAL.*—*Not later than 1 year after the date*  
20 *of enactment of this Act, the Administrator of the Federal*  
21 *Aviation Administration shall issue a notice of proposed*  
22 *rulemaking to implement section 2110 of the FAA Exten-*  
23 *sion, Safety, and Security Act of 2016 (49 U.S.C. 44718*  
24 *note).*

1       (b) *REPORT.*—*If the Administrator fails to issue the*  
 2 *notice of proposed rulemaking pursuant to subsection (a),*  
 3 *the Administrator shall submit to the Committee on Trans-*  
 4 *portation and Infrastructure of the House of Representa-*  
 5 *tives and the Committee on Commerce, Science, and Trans-*  
 6 *portation of the Senate an annual report on the status of*  
 7 *such rulemaking, including—*

8               (1) *the reasons that the Administrator has failed*  
 9 *to issue the rulemaking; and*

10              (2) *a list of fatal aircraft accidents associated*  
 11 *with unmarked towers that have occurred over the 5*  
 12 *years previous to the date of submission of the report.*

### 13 ***Subtitle C—Improving FAA Services***

#### 14 ***SEC. 241. AIRCRAFT REGISTRATION VALIDITY DURING RE-*** 15 ***NEWAL.***

16       (a) *IN GENERAL.*—*Section 44103 of title 49, United*  
 17 *States Code, is further amended by adding at the end the*  
 18 *following:*

19       “(f) *VALIDITY OF AIRCRAFT REGISTRATION DURING*  
 20 *RENEWAL.*—

21              “(1) *IN GENERAL.*—*An aircraft may be operated*  
 22 *on or after the expiration date found on the certificate*  
 23 *of registration issued for such aircraft under this sec-*  
 24 *tion as if it were not expired if the operator of such*  
 25 *aircraft has aboard the aircraft—*



1           “(A) documentation validating that—

2                   “(i) an aircraft registration renewal  
3                   application form (AC Form 8050–1B, or a  
4                   succeeding form) has been submitted to the  
5                   Administrator for such aircraft but not yet  
6                   approved or denied; and

7                   “(ii) such aircraft is compliant with  
8                   maintenance, inspections, and any other re-  
9                   quirements for the aircraft’s airworthiness  
10                  certificate issued under section 44704(d);  
11                  and

12                  “(B) the most recent aircraft registration.

13                  “(2) *PROOF OF PENDING RENEWAL APPLICA-*  
14                  *TION.—The Administrator shall provide an applicant*  
15                  *for renewal of registration under this section with*  
16                  *documentation described in paragraph (1)(A). Such*  
17                  *documentation shall—*

18                   “(A) be made electronically available to the  
19                   applicant immediately upon submitting an air-  
20                   craft registration renewal application to the  
21                   Civil Aviation Registry for an aircraft;

22                   “(B) notify the applicant of the operational  
23                   allowance described in paragraph (1);

24                   “(C) deem an aircraft’s airworthiness cer-  
25                   tificate issued under section 44704(d) as valid

1           *provided that the applicant confirms acknowl-*  
2           *edgment of the requirements of paragraph*  
3           *(1)(A)(ii);*

4           *“(D) confirm the applicant acknowledged*  
5           *the limitations described in paragraph (3)(A)*  
6           *and (3)(B); and*

7           *“(E) include identifying information per-*  
8           *taining to such aircraft and to the registered*  
9           *owner.*

10          *“(3) RULE OF CONSTRUCTION.—Nothing in this*  
11          *subsection shall be construed to permit any person to*  
12          *operate an aircraft—*

13                 *“(A) with an expired registration, except as*  
14                 *specifically provided for under this subsection; or*

15                 *“(B) if the Administrator has denied an ap-*  
16                 *plication to renew the registration of such air-*  
17                 *craft.”.*

18          *(b) RULEMAKING; GUIDANCE.—Not later than 18*  
19          *months after the date of enactment of this Act, the Adminis-*  
20          *trator of the Federal Aviation Administration shall issue*  
21          *a final rule, if necessary, and update all applicable guid-*  
22          *ance and policies to implement the amendment made by*  
23          *this section.*

1 **SEC. 242. TEMPORARY AIRMAN CERTIFICATES.**

2 *Section 44703 of title 49, United States Code, is*  
3 *amended by adding at the end the following:*

4 *“(l) TEMPORARY AIRMAN CERTIFICATE.—An indi-*  
5 *vidual may obtain a temporary airman certificate from the*  
6 *Administrator after requesting a permanent replacement*  
7 *airman certificate issued under this section. A temporary*  
8 *airman certificate shall be—*

9 *“(1) made available—*

10 *“(A) electronically to the individual imme-*  
11 *diately upon submitting an online application*  
12 *for a replacement certificate to the Adminis-*  
13 *trator; or*

14 *“(B) physically to the individual at a flight*  
15 *standards district office—*

16 *“(i) if the individual submits an on-*  
17 *line application for a replacement certifi-*  
18 *cate; or*

19 *“(ii) if the individual applies for a*  
20 *permanent replacement certificate other*  
21 *than by online application and such appli-*  
22 *cation has been received by the Federal*  
23 *Aviation Administration; and*

24 *“(2) destroyed upon receipt of the permanent re-*  
25 *placement airman certificate from the Adminis-*  
26 *trator.”.*

1 **SEC. 243. FLIGHT INSTRUCTION OR TESTING.**

2       (a) *IN GENERAL.*—An authorized flight instructor pro-  
3 viding student instruction, flight instruction, or flight  
4 training shall not be deemed to be operating an aircraft  
5 carrying persons or property for compensation or hire.

6       (b) *AUTHORIZED ADDITIONAL PILOTS.*—An indi-  
7 vidual acting as an authorized additional pilot during  
8 Phase I flight testing of aircraft holding an experimental  
9 airworthiness certificate, in accordance with section 21.191  
10 of title 14, Code of Federal Regulations, and meeting the  
11 requirements set forth in Federal Aviation Administration  
12 regulations and policy in effect as of the date of enactment  
13 of this section, shall not be deemed to be operating an air-  
14 craft carrying persons or property for compensation or hire.

15       (c) *USE OF AIRCRAFT.*—An individual who uses,  
16 causes to use, or authorizes to use aircraft for flights con-  
17 ducted under subsection (a) or (b) shall not be deemed to  
18 be operating an aircraft carrying persons or property for  
19 compensation or hire.

20       (d) *REVISION OF RULES.*—

21           (1) *IN GENERAL.*—The requirements of this sec-  
22 tion shall become effective upon the date of enactment  
23 of this Act.

24           (2) *REVISION.*—The Administrator of the Fed-  
25 eral Aviation Administration shall issue, revise, or re-  
26 peal the rules, regulations, guidance, or procedures of

1        *the Federal Aviation Administration to conform to*  
2        *the requirements of this section.*

3        **SEC. 244. LETTER OF DEVIATION AUTHORITY.**

4        (a) *IN GENERAL.*—A flight instructor, registered  
5        owner, lessor, or lessee of a covered aircraft shall not be re-  
6        quired to obtain a letter of deviation authority from the  
7        Administrator of the Federal Aviation Administration to  
8        allow, conduct, or receive flight training, checking, and test-  
9        ing in such aircraft if—

10            (1) *the flight instructor is not providing both the*  
11            *training and the aircraft;*

12            (2) *no person advertises or broadly offers the air-*  
13            *craft as available for flight training, checking, or test-*  
14            *ing; and*

15            (3) *no person receives compensation for use of*  
16            *the aircraft for a specific flight during which flight*  
17            *training, checking, or testing was received, other than*  
18            *expenses for owning, operating, and maintaining the*  
19            *aircraft.*

20        (b) *COVERED AIRCRAFT DEFINED.*—*In this section,*  
21        *the term “covered aircraft” means—*

22            (1) *an experimental category aircraft;*

23            (2) *a limited category aircraft; and*

24            (3) *a primary category aircraft.*

1 **SEC. 245. NATIONAL COORDINATION AND OVERSIGHT OF**  
2 **DESIGNATED PILOT EXAMINERS.**

3 (a) *IN GENERAL.*—Not later than 16 months after the  
4 date of enactment of this Act, the Administrator of the Fed-  
5 eral Aviation Administration shall establish a program or  
6 office to provide national coordination and oversight of des-  
7 ignated pilot examiners appointed under section 183.23 of  
8 title 14, Code of Federal Regulations.

9 (b) *RESPONSIBILITIES.*—The program or office estab-  
10 lished under subsection (a) shall be responsible for the fol-  
11 lowing:

12 (1) *Oversight of designated pilot examiners ap-*  
13 *pointed under section 183.23 of title 14, Code of Fed-*  
14 *eral Regulations, including the selection, training,*  
15 *duties, and deployment of such examiners.*

16 (2) *Supporting the standardization of policy,*  
17 *guidance, and regulations across the Administration*  
18 *pertaining to the selection, training, duties, and de-*  
19 *ployment of designated pilot examiners appointed*  
20 *under section 183.23 of title 14, Code of Federal Reg-*  
21 *ulations, including evaluating the consistency by*  
22 *which such examiners apply Administration policies,*  
23 *orders, and guidance.*

24 (3) *Coordinating placement and deployment of*  
25 *such examiners across regions based on demand for*  
26 *examinations from the pilot community.*

1           (4) *Developing a code of conduct for such exam-*  
2           *iners.*

3           (5) *Deploying a survey system to track the per-*  
4           *formance and merit of such examiners.*

5           (6) *Facilitating an industry partnership to cre-*  
6           *ate a formal mentorship program for such examiners.*

7           (c) *COORDINATION.*—*In carrying out the responsibil-*  
8           *ities listed in subsection (b), the Administrator shall ensure*  
9           *the program—*

10           (1) *coordinates on an ongoing basis with flight*  
11           *standards district offices, designated pilot examiner*  
12           *managing specialists, and aviation industry stake-*  
13           *holders, including representatives of the general avia-*  
14           *tion community; and*

15           (2) *considers (or reconsiders) implementing the*  
16           *final recommendations report issued by the Des-*  
17           *ignated Pilot Examiner Reforms Working Group and*  
18           *accepted by the Aviation Rulemaking Advisory Com-*  
19           *mittee on June 17, 2021.*

20           (d) *BRIEFING.*—*The Administrator shall brief the*  
21           *Committee on Transportation and Infrastructure of the*  
22           *House of Representatives and the Committee on Commerce,*  
23           *Science, and Transportation of the Senate in each fiscal*  
24           *year beginning after the date of enactment of this Act*  
25           *through fiscal year 2028 detailing—*

1           (1) *the methodology by which designated pilot*  
2 *examiners appointed under section 183.23 of title 14,*  
3 *Code of Federal Regulations, are deployed and any*  
4 *subsequent changes to the methodology to fulfill the*  
5 *demand for examinations;*

6           (2) *a review of the previous fiscal year detailing*  
7 *the average time an individual in each region must*  
8 *wait to schedule an appointment with such an exam-*  
9 *iner; and*

10          (3) *the turnover rates and resource costs associ-*  
11 *ated with such examiners.*

12 **SEC. 246. BASICMED FOR EXAMINERS ADMINISTERING**  
13 **TESTS OR PROFICIENCY CHECKS.**

14          (a) *EQUIVALENT PILOT-IN-COMMAND MEDICAL RE-*  
15 *QUIREMENTS.*—*Notwithstanding section 61.23(a)(3)(iv) of*  
16 *title 14, Code of Federal Regulations, an examiner may ad-*  
17 *minister a practical test or proficiency check if such exam-*  
18 *iner meets the medical qualification requirements under*  
19 *part 68 of title 14, Code of Federal Regulations, if the oper-*  
20 *ation being conducted is in a covered aircraft, as such term*  
21 *is defined in section 2307(j) of the FAA Extension, Safety,*  
22 *and Security Act of 2016 (49 U.S.C. 44703 note).*

23          (b) *RULEMAKING.*—*Not later than 18 months after the*  
24 *date of enactment of this Act, the Administrator of the Fed-*  
25 *eral Aviation Administration shall issue a final rule to up-*



1 *date part 61 of title 14, Code of Federal Regulations, to*  
2 *implement the requirements under subsection (a), in addi-*  
3 *tion to any related requirements the Administrator finds*  
4 *are in the interest of aviation safety.*

5 **SEC. 247. DESIGNEE LOCATOR TOOL IMPROVEMENTS.**

6 *Not later than 2 years after the date of enactment of*  
7 *this Act, the Administrator of the Federal Aviation Admin-*  
8 *istration shall ensure that the designee locator search func-*  
9 *tion of the public website of the Designee Management Sys-*  
10 *tem of the Administration has the functionality to—*

11 *(1) filter a search for an Aviation Medical Ex-*  
12 *aminer (as described in section 183.21 of title 14,*  
13 *Code of Federal Regulations) by sex, if such informa-*  
14 *tion is available;*

15 *(2) display credentials and aircraft qualifica-*  
16 *tions of a designated pilot examiner (as described in*  
17 *section 183.23 of such title); and*

18 *(3) display the scheduling availability of a des-*  
19 *ignated pilot examiner (as described in section 183.23*  
20 *of such title) to administer a test or proficiency check*  
21 *to an airman.*

22 **SEC. 248. DEADLINE TO ELIMINATE AIRCRAFT REGISTRA-**  
23 **TION BACKLOG.**

24 *Not later than 120 days after the date of enactment*  
25 *of this Act, the Administrator of the Federal Aviation Ad-*

1 *ministration shall take such actions as may be necessary*  
2 *to reduce and maintain the aircraft registration and rec-*  
3 *ordation backlog at the Civil Aviation Registry so that, on*  
4 *average, applications are processed not later than 10 busi-*  
5 *ness days after receipt.*

6 **SEC. 249. PART 135 AIR CARRIER CERTIFICATE BACKLOG.**

7 *(a) IN GENERAL.—The Administrator of the Federal*  
8 *Aviation Administration shall take such actions as may be*  
9 *necessary to achieve the goal of reducing the backlog of air*  
10 *carrier certificate applications under part 135 of title 14,*  
11 *Code of Federal Regulations, to—*

12 *(1) not later than 1 year after the date of enact-*  
13 *ment of this Act, maintain an average certificate de-*  
14 *cision time of less than 60 days; and*

15 *(2) not later than 2 years after the date of enact-*  
16 *ment of this Act, maintain an average certificate de-*  
17 *cision time of less than 30 days.*

18 *(b) MEASURES.—In meeting the goal under subsection*  
19 *(a), the Administrator may—*

20 *(1) assign, as appropriate, additional personnel*  
21 *or support staff, including on a temporary basis, to*  
22 *review, adjudicate, and approve applications;*

23 *(2) improve and expand promotion of existing*  
24 *applicant resources which could improve the quality*  
25 *of applications submitted to decrease the need for Ad-*

1        *ministration applicant coordination and communica-*  
2        *tions; and*

3            (3) *take into consideration any third-party enti-*  
4        *ty that assisted in the preparation of an application*  
5        *for an air carrier certificate under part 135 of title*  
6        *14, Code of Federal Regulations.*

7        (c) *WORKING GROUP.—The Administrator shall con-*  
8        *vene a working group comprised of industry stakeholders*  
9        *and aviation experts to—*

10            (1) *not later than 1 year after the date of enact-*  
11        *ment of this Act, study methods and make rec-*  
12        *ommendations to clarify requirements and stand-*  
13        *ardize the process for conducting and completing air-*  
14        *craft conformity processes for existing air carriers*  
15        *and operators under part 135 of title 14, Code of Fed-*  
16        *eral Regulations, in a timely manner, which shall in-*  
17        *clude—*

18            (A) *developing a plan to honor or expedite*  
19        *the consideration of previously accepted aircraft*  
20        *configuration evaluations when an aircraft*  
21        *moves from one certificate under part 135 of title*  
22        *14, Code of Federal Regulations, to another such*  
23        *certificate;*

24            (B) *streamlining protocols for operators*  
25        *under such part 135 to add an aircraft that was*

1           *listed on another certificate under such part 135*  
2           *immediately prior to moving to the new carrier;*  
3           *and*

4                   (C) *evaluating non-safety related Federal*  
5           *Aviation Administration policies, guidance, and*  
6           *documentation and identify needed changes to*  
7           *such policies, guidance, and documentation to*  
8           *accomplish subparagraph (B); and*

9           (2) *not later than 2 years after of the date of en-*  
10          *actment of this Act—*

11                   (A) *study and review methods to modernize*  
12           *and improve the air carrier certification process*  
13           *under part 135 of title 14, Code of Federal Regu-*  
14           *lations; and*

15                   (B) *recommend long-term solutions for effec-*  
16           *tive management of Administration resources*  
17           *dedicated to approving air carrier certificate ap-*  
18           *plications under such part 135.*

19          (d) *CONGRESSIONAL BRIEFING.—Beginning 6 months*  
20          *after the date of enactment of this Act, and not less than*  
21          *every 6 months thereafter until the Administrator complies*  
22          *with the requirements under subsection (a)(2), the Adminis-*  
23          *trator shall provide a briefing to the Committee on Trans-*  
24          *portation and Infrastructure of the House of Representa-*  
25          *tives and the Committee on Commerce, Science, and Trans-*

1 portation of the Senate on the status of the backlog of air  
2 carrier certificate applications under part 135 of title 14,  
3 Code of Federal Regulations, any measures the Adminis-  
4 trator has put in place under subsection (b), and any rec-  
5 ommendations received from the review under subsection  
6 (c).

7 **SEC. 250. LOGGING FLIGHT TIME ACCRUED IN CERTAIN**  
8 **PUBLIC AIRCRAFT.**

9 (a) *COMPLETION OF RULEMAKING.*—Not later than 18  
10 months after the date of enactment of this Act, the Adminis-  
11 trator of the Federal Aviation Administration shall issue  
12 a final rule modifying section 61.51(j)(4) of title 14, Code  
13 of Federal Regulations, to include aircraft under the direct  
14 operational control of forestry and fire protection agencies,  
15 as required by section 517 of the FAA Reauthorization Act  
16 of 2018 (49 U.S.C. 44703 note).

17 (b) *FAILURE TO COMPLETE RULEMAKING.*—If the Ad-  
18 ministrator fails to issue a final rule pursuant to subsection  
19 (a) by the deadline described in such subsection, beginning  
20 on the date that is 18 months after the date of enactment  
21 of this Act—

22 (1) notwithstanding section 61.51(j)(4) of title  
23 14, Code of Federal Regulations, a pilot, while en-  
24 gaged on an official flight for a Federal, State, coun-  
25 ty, or municipal forestry or fire protection agency,

1        *may log flight time so long as the time acquired is*  
2        *in an aircraft that—*

3                *(A) is identified as an aircraft under sec-*  
4                *tion 61.5(b) of such title; and*

5                *(B) is a public aircraft under the direct*  
6                *operational control of a forestry or fire protec-*  
7                *tion agency; and*

8                *(2) the Administrator may not take an enforce-*  
9                *ment action against the pilot for logging such flight*  
10               *time as described in paragraph (1).*

11        *(c) SUNSET.—Subsection (b) shall cease to be effective*  
12        *on the date on which the final rule required under sub-*  
13        *section (a) is effective.*

14        **SEC. 251. FLIGHT INSTRUCTOR CERTIFICATES.**

15        *(a) COMPLETION OF RULEMAKING.—Not later than 36*  
16        *months after the date of enactment of this Act, the Adminis-*  
17        *trator of the Federal Aviation Administration shall issue*  
18        *a final rule for the rulemaking activity titled “Removal of*  
19        *the Expiration Date on a Flight Instructor Certificate”,*  
20        *published in Fall 2022 in the Unified Agenda of Federal*  
21        *Regulatory and Deregulatory Actions (RIN 2120–AL25) to,*  
22        *at a minimum, update part 61 of title 14, Code of Federal*  
23        *Regulations, to—*

24                *(1) remove the expiration date on a flight in-*  
25                *structor certificate; and*

1           (2) *replace the requirement that a flight instruc-*  
2           *tor renews their flight instructor certificate with ap-*  
3           *propriate recent experience requirements for the hold-*  
4           *er of a flight instructor certificate to exercise the*  
5           *privileges of such certificate.*

6           (b) *FAILURE TO COMPLETE RULEMAKING.—If the Ad-*  
7           *ministrators fails to issue a final rule pursuant to subsection*  
8           *(a) before the deadline prescribed in that subsection, begin-*  
9           *ning on the date that is 36 months after the date of enact-*  
10          *ment of this Act—*

11           (1) *notwithstanding sections 61.19(d) and 61.197*  
12          *of title 14, Code of Federal Regulations, an individual*  
13          *holding a flight instructor certificate that is not ex-*  
14          *pired as of the date that is 36 months after the date*  
15          *of enactment of this Act may exercise the privileges of*  
16          *the certificate regardless of whether the certificate sub-*  
17          *sequently expires, provided that the individual meets*  
18          *eligibility requirements in accordance with section*  
19          *61.183 of title 14, Code of Federal Regulations; and*

20           (2) *the Administrator—*

21           (A) *shall consider a flight instructor certifi-*  
22          *cate described in paragraph (1) as having no ex-*  
23          *piration date; and*

1           (B) may not enforce any regulation attrib-  
2           uted to the renewal of a flight instructor certifi-  
3           cate of an individual.

4           (c) *SUNSET*.—Subsection (b) shall cease to be effective  
5           on the effective date of a final rule issued pursuant to sub-  
6           section (a).

7           **SEC. 252. CONSISTENCY OF POLICY APPLICATION IN**  
8                           **FLIGHT STANDARDS AND AIRCRAFT CERTIFI-**  
9                           **CATION.**

10          (a) *IN GENERAL*.—The inspector general of the De-  
11          partment of Transportation shall initiate audits, as de-  
12          scribed in subsection (d), of the Flight Standards and Air-  
13          craft Certification Services of the Federal Aviation Admin-  
14          istration, and the personnel of such offices, on the consist-  
15          ency of—

16               (1) the interpretation of policies, orders, guid-  
17               ance, and regulations; and

18               (2) the application of policies, orders, guidance,  
19               and regulations.

20          (b) *COMPONENTS*.—In completing the audits required  
21          under this section, the inspector general shall interview  
22          stakeholders, including at a minimum, individuals or enti-  
23          ties that—

24               (1) hold a certificate or authorization related to  
25               the issue being audited under subsection (d);



1           (2) are from different regions of the country with  
2           matters before different flight standards district offices  
3           or aircraft certification offices of the Administration;

4           (3) work with multiple flight standards district  
5           offices or aircraft certification offices of the Adminis-  
6           tration; or

7           (4) hold a single or multiple relevant certificates  
8           or authorizations.

9           (c) *REPORTS.*—The inspector general of the Depart-  
10          ment of Transportation shall submit to the Committee on  
11          Transportation and Infrastructure of the House of Rep-  
12          resentatives, the Committee on Commerce, Science, and  
13          Transportation of the Senate, the Secretary of Transpor-  
14          tation, and the Administrator of the Federal Aviation Ad-  
15          ministration a report for each audit required in this sec-  
16          tion, containing the results of the audit, including findings  
17          and recommendations to the Administrator to improve the  
18          consistency of decision-making by Flight Standards and  
19          Aircraft Certification Services offices of the Administration.

20          (d) *AUDITS.*—The inspector general shall complete an  
21          audit and issue the associated report required under sub-  
22          section (c) not later than—

23                 (1) 18 months after the date of enactment of this  
24          Act, with regard to supplemental type certificates;

1           (2) 34 months after the date of enactment of this  
2     *Act, with regard to repair stations certificated under*  
3     *part 145 of title 14, Code of Federal Regulations; and*

4           (3) 50 months after the date of enactment of this  
5     *Act, with regard to technical standards orders.*

6     (e) *IMPLEMENTATION.—In addressing any rec-*  
7     *ommendations from the inspector general contained in the*  
8     *reports required under subsection (c), the Administrator*  
9     *shall—*

10           (1) *maintain an implementation plan; and*

11           (2) *broadly adopt any best practices to improve*  
12     *the consistency of interpretation and application of*  
13     *policies, orders, guidance, and regulations by other of-*  
14     *fices of the Administration and with regard to other*  
15     *activities of the Administration.*

16     (f) *BRIEFING.—Not later than 6 months after receiving*  
17     *a report required under subsection (c), the Administrator*  
18     *shall brief the Committee on Transportation and Infra-*  
19     *structure of the House of Representatives and the Committee*  
20     *on Commerce, Science, and Transportation of the Senate*  
21     *on the implementation plan required under subsection (d),*  
22     *the status of any recommendation received pursuant to this*  
23     *section, and any best practices that are being implemented*  
24     *more broadly.*

1 **SEC. 253. APPLICATION OF POLICIES, ORDERS, AND GUID-**  
2 **ANCE.**

3 *Section 44701 of title 49, United States Code, is*  
4 *amended by adding at the end the following:*

5 “(g) **POLICIES, ORDERS, AND GUIDANCE.**—

6 “(1) **CONSISTENCY OF APPLICATION.**—*The Ad-*  
7 *ministrator shall ensure consistency in the applica-*  
8 *tion of policies, orders, and guidance of the Adminis-*  
9 *tration by—*

10 “(A) *regular audits of the application and*  
11 *interpretation of such material by Administra-*  
12 *tion personnel from person to person and office*  
13 *to office;*

14 “(B) *updating policies, orders, and guid-*  
15 *ance to resolve inconsistencies and clarify dem-*  
16 *onstrated ambiguities, such as through repeated*  
17 *inconsistent interpretation; and*

18 “(C) *ensuring officials are properly docu-*  
19 *menting findings and decisions throughout a*  
20 *project to decrease the occurrence of duplicative*  
21 *work and inconsistent findings by subsequent of-*  
22 *ficials assigned to the same project.*

23 “(2) **ALTERATIONS.**—*The Administrator shall*  
24 *consult as appropriate with regulated entities who*  
25 *will be impacted by proposed changes to the content*

1       or application of policies, orders, and guidance before  
2       making such changes.

3               “(3) *AUTHORITIES AND REGULATIONS.*—*The Ad-*  
4       *ministrators shall issue policies, orders, and guidance*  
5       *documents that are related to a law or regulation or*  
6       *clarify the intent of or compliance with specific laws*  
7       *and regulations.”.*

8       **SEC. 254. EXPANSION OF THE REGULATORY CONSISTENCY**  
9               **COMMUNICATIONS BOARD.**

10       Section 224 of the *FAA Reauthorization Act of 2018*  
11       (49 U.S.C. 44701 note) is amended—

12               (1) in subsection (c)—

13                       (A) in paragraph (2) by striking “; and”  
14                       and inserting a semicolon;

15                       (B) in paragraph (3) by striking the period  
16                       and inserting a semicolon; and

17                       (C) by adding at the end the following:

18                               “(4) the Office of Airports;

19                               “(5) the Office of Security and Hazardous Mate-  
20                       rials Safety;

21                               “(6) the Office of Rulemaking and Regulatory  
22                       Improvement; and

23                               “(7) such other offices as the Administrator de-  
24                       termines appropriate.”; and

25               (2) in subsection (d)(1)—

1           (A) in subparagraph (A) by striking “anon-  
2           ymous regulatory interpretation questions” and  
3           inserting “regulatory interpretation questions,  
4           including anonymously,”;

5           (B) in subparagraph (C) by striking “anon-  
6           ymous regulatory interpretation questions” and  
7           inserting “regulatory interpretation questions,  
8           including anonymously”; and

9           (C) by adding at the end the following:

10           “(6) Submit recommendations, as needed, to the  
11           Assistant Administrator for Rulemaking and Regu-  
12           latory Improvement for consideration.”.

13 **SEC. 255. EXEMPTION OF FEES FOR AIR TRAFFIC SERVICES.**

14           (a) *IN GENERAL.*—Chapter 453 of title 49, United  
15           States Code, is amended by adding at the end the following:

16 **“§45307. Exemption of fees for air traffic services**

17           “(a) *REQUIREMENT TO PROVIDE SERVICES AND RE-*  
18           *LATED SUPPORT.*—The Administrator shall provide or en-  
19           sure the provisioning of air traffic services and aviation  
20           safety support for large, multiday aviation events, includ-  
21           ing airshows and fly-ins, where the average daily number  
22           of manned operations were 1,000 or greater in at least 1  
23           of the preceding 3 years, without the imposition or collec-  
24           tion of any fee, tax, or other charge for that purpose.  
25           Amounts for the provision of such services and support shall

1 *be derived from amounts appropriated or otherwise avail-*  
2 *able for the Administration.*

3       “(b) *DETERMINATION OF SERVICES AND SUPPORT TO*  
4 *BE PROVIDED.—In determining the services and support*  
5 *to be provided for an aviation event for purposes of sub-*  
6 *section (a), the Administrator shall take into account the*  
7 *following:*

8               “(1) *The services and support required to meet*  
9 *levels of activity at prior events, if any, similar to the*  
10 *event.*

11               “(2) *The anticipated need for services and sup-*  
12 *port at the event.”.*

13       “(b) *CLERICAL AMENDMENT.—The analysis of chapter*  
14 *453 of title 49, United States Code, is amended by adding*  
15 *at the end the following:*

*“Sec. 45307. Exemption of fees for air traffic services.”.*

16       “(c) *CONFORMING REPEAL.—Section 530 of the FAA*  
17 *Reauthorization of 2018 (49 U.S.C. 40103 note), and the*  
18 *item relating to that section in the table of contents in sec-*  
19 *tion 1(b) of such Act, are repealed.*

20 **SEC. 256. MODERNIZATION OF SPECIAL AIRWORTHINESS**  
21 **CERTIFICATION RULEMAKING DEADLINE.**

22       *Not later than 24 months after the date of enactment*  
23 *of this Act, the Administrator of the Federal Aviation Ad-*  
24 *ministration shall issue a final rule for the rulemaking ac-*  
25 *tivity titled “Modernization of Special Airworthiness Cer-*

1 *tification*”, published in *Fall 2022 in the long-term actions*  
2 *of the Unified Agenda of Federal Regulatory and Deregula-*  
3 *tory Actions (RIN 2120–AL50).*

4 **SEC. 257. TERMINATION OF DESIGNEES.**

5 (a) *IN GENERAL.*—Not later than 1 year after the date  
6 of enactment of this Act, the Administrator of the Federal  
7 Aviation Administration shall update the Administration’s  
8 *Designee Management Policy (FAA Order 8000.95B)*, or  
9 *any successor order*, to ensure due process and increase  
10 *transparency in Federal Aviation Administration-initiated*  
11 *terminations of designees.*

12 (b) *UPDATES TO THE DESIGNEE MANAGEMENT POL-*  
13 *ICY.*—In updating the Administration’s *Designee Manage-*  
14 *ment Policy* under subsection (a), the Administrator shall,  
15 *at a minimum, provide for the following:*

16 (1) *A process by which a designee—*

17 (A) *is notified of the root causes and rea-*  
18 *sons for a termination initiated by the Adminis-*  
19 *trator;*

20 (B) *is notified of the change in a delegated*  
21 *authority to “suspended” or “terminated” dur-*  
22 *ing a Federal Aviation Administration-initiated*  
23 *termination;*

24 (C) *is provided a point of contact, who is*  
25 *independent of any investigation or termination*

1           *action involving the designee, within the Admin-*  
2           *istration, to correspond with for purposes of dis-*  
3           *cussing the termination process and the des-*  
4           *ignee's status, including the handling of cor-*  
5           *respondence during the investigation process de-*  
6           *scribed in paragraph (2), if applicable, and the*  
7           *review panel described in paragraph (3);*

8           *(D) is notified of the results of the inves-*  
9           *tigation described in paragraph (2) in a reason-*  
10          *able and timely manner, which shall include no-*  
11          *tice of additional action by the Administrator, if*  
12          *required; and*

13          *(E) may respond within 30 calendar days*  
14          *to the Administrator if the Administrator deter-*  
15          *mines that a termination for cause is the appro-*  
16          *priate course of action and initiates such action.*

17          *(2) An investigation process to determine the ap-*  
18          *propriate outcome in situations in which termination*  
19          *is being considered by the Administrator, which shall*  
20          *include the following elements:*

21                  *(A) The root causes and reasons for the in-*  
22                  *vestigation, including any complaints or allega-*  
23                  *tions.*

24                  *(B) Collection of evidence related to the in-*  
25                  *vestigation.*



1           (C) A review of the facts and circumstances  
2 surrounding the case.

3           (D) A review of the designee's record in the  
4 designee management system and any relevant  
5 background information in the appropriate Fed-  
6 eral Aviation Administration databases to deter-  
7 mine if there is a pattern of inappropriate be-  
8 havior or misconduct.

9           (E) A review of the designee's response to  
10 the investigation, if provided, to include any  
11 documentation provided by the designee.

12           (F) A decision on the appropriate course of  
13 action based on the results of the investigation.

14           (G) Recording the results of the investiga-  
15 tion in the Federal Aviation Administration's  
16 designee management system.

17           (H) A notification to the designee that an  
18 investigation has been initiated, but only after it  
19 is determined through an established process that  
20 such notification would not adversely impact the  
21 investigation or safety.

22           (3) A review panel to determine whether a termi-  
23 nation is appropriate when termination for cause is  
24 a possible outcome upon the completion of the inves-

1        *tigation described in paragraph (2), of which such re-*  
2        *view panel shall—*

3                *(A) consider the elements of the investiga-*  
4                *tion process provided for under paragraph (2),*  
5                *including the designee's response to the investiga-*  
6                *tion and any associated documents, if provided;*  
7                *and*

8                *(B) complete the review process within 45*  
9                *calendar days of the Administrator initiating a*  
10               *for cause termination decision of a designee.*

11        *(c) SUBSEQUENT REVIEW FOR DESIGNATED PILOT*  
12        *EXAMINERS.—*

13               *(1) IN GENERAL.—The Administrator shall set*  
14               *up a process through which a Designated Pilot Exam-*  
15               *iner terminated for cause may request a subsequent*  
16               *review by the Executive Director of the Flight Stand-*  
17               *ards Service.*

18               *(2) REQUEST.—A Designated Pilot Examiner*  
19               *terminated for cause may request a subsequent review*  
20               *described in paragraph (1) not later than 15 calendar*  
21               *days after termination,*

22               *(3) REVIEW.—The Executive Director shall re-*  
23               *view all relevant information and facts by which the*  
24               *decision was made to terminate the designee, includ-*

1        *ing the information considered by the review panel,*  
2        *and issue a final determination.*

3            (4) *TIMING.*—*Such final determination shall be*  
4        *issued by the Director not later than 45 calendar*  
5        *days upon receiving the request.*

6        (d) *LIMITATION ON INVESTIGATION AND REVIEW*  
7 *PANEL PARTICIPANTS.*—*An Administration employee in-*  
8 *olved in the selection, appointment, or management of a*  
9 *designee the Administrator is investigating or terminating*  
10 *for cause may not be party—*

11            (1) *to an investigation described in subsection*  
12        (b)(2) *of such designee; or*

13            (2) *participating on a review panel described in*  
14        *subsection (b)(3) pertaining to such designee.*

15 **SEC. 258. PART 135 CHECK AIRMEN REFORMS.**

16        (a) *IN GENERAL.*—*The Administrator of the Federal*  
17 *Aviation Administration shall assign to the Aviation Rule-*  
18 *making Advisory Committee (in this section referred to as*  
19 *the “Committee”) the task of reviewing all regulations and*  
20 *policies related to check airmen for air carrier operations*  
21 *conducted under part 135 of title 14, Code of Federal Regu-*  
22 *lations.*

23        (b) *DUTIES.*—*The Committee shall—*

24            (1) *review the processes and requirements by*  
25        *which authorized check airmen are selected, trained,*

1        *and approved by the Administrator, and provide rec-*  
2        *ommendations with respect to the regulatory and pol-*  
3        *icy changes necessary to ensure efficient training and*  
4        *utilization of such check airmen;*

5            *(2) review differences in qualification standards*  
6        *between an inspector of the Federal Aviation Admin-*  
7        *istration and an authorized check airmen in evalu-*  
8        *ating and certifying the knowledge and skills of pi-*  
9        *lots; and*

10           *(3) make recommendations with respect to the*  
11        *regulatory and policy changes necessary to allow au-*  
12        *thorized check airmen to perform duties beyond the*  
13        *duties permitted on the date of enactment of this Act.*

14        *(c) ACTION BASED ON RECOMMENDATIONS.—Not later*  
15        *than 1 year after receiving recommendations under sub-*  
16        *section (a), the Administrator shall take such action as the*  
17        *Administrator considers appropriate with respect to such*  
18        *recommendations.*

19        *(d) DEFINITION OF AUTHORIZED CHECK AIRMAN.—*  
20        *In this section, the term “authorized check airman” means*  
21        *an individual employed by an air carrier that meets the*  
22        *qualifications and training requirements of sections*  
23        *135.337 and 135.339 of title 14, Code of Federal Regula-*  
24        *tions, and is approved to evaluate and certify the knowledge*  
25        *and skills of pilots employed by such air carrier.*

1           ***Subtitle D—Other Provisions***

2   ***SEC. 261. REQUIRED CONSULTATION WITH NATIONAL***  
3                   ***PARKS OVERFLIGHTS ADVISORY GROUP.***

4           *Section 40128(b)(4) of title 49, United States Code, is*  
5 *amended—*

6                   (1) *in subparagraph (C) by striking “and” at*  
7 *the end;*

8                   (2) *in subparagraph (D) by striking the period*  
9 *at the end and inserting “; and”; and*

10                   (3) *by adding at the end the following:*

11                           *“(E) consult with the advisory group estab-*  
12 *lished under section 805 of the National Parks*  
13 *Air Tour Management Act of 2000 (49 U.S.C.*  
14 *40128 note) and consider all advice, informa-*  
15 *tion, and recommendations provided by the advi-*  
16 *sory group to the Administrator and the Direc-*  
17 *tor.”.*

18   ***SEC. 262. SUPPLEMENTAL OXYGEN REGULATORY REFORM.***

19           (a) *IN GENERAL.—Beginning on the date that is 30*  
20 *days after the date of enactment of this Act, the following*  
21 *regulations shall cease to apply to any aircraft operating*  
22 *below 41,000 feet above mean sea level:*

23                   (1) *Paragraphs (3) and (4) of section 135.89(b)*  
24 *of title 14, Code of Federal Regulations (or any suc-*  
25 *cessor regulations).*

1           (2) Paragraphs (1)(ii) and (2) of section  
2           91.211(b) of title 14, Code of Federal Regulations (or  
3           any successor regulations).

4           (b) *CONFORMING AMENDMENT.*—Not later than 1 year  
5 after the date of enactment of this Act, the Administrator  
6 of the Federal Aviation Administration shall issue a final  
7 regulation revising the provisions of title 14, Code of Fed-  
8 eral Regulations, described in paragraphs (1) and (2) of  
9 subsection (a) to conform to the limitation in applicability  
10 pursuant to subsection (a).

11 **SEC. 263. EXCLUSION OF GYROPLANES FROM FUEL SYSTEM**  
12 **REQUIREMENTS.**

13           Section 44737 of title 49, United States Code, is  
14 amended—

15           (1) by striking “rotorcraft” and inserting “heli-  
16           copter” each place it appears; and

17           (2) by adding at the end the following:

18           “(d) *EXEMPTION.*—A helicopter issued an experi-  
19 mental certificate under section 21.191 of title 14, Code of  
20 Federal Regulations (or any successor regulations), or oper-  
21 ating under a Special Flight Permit issued under section  
22 21.197 of title 14, Code of Federal Regulations (or any suc-  
23 cessor regulations), is exempt from the requirements of this  
24 section.”.

1 **SEC. 264. AIRSHOW VENUE INFORMATION, AWARENESS,**  
2 **TRAINING, AND EDUCATION PROGRAM.**

3 (a) *IN GENERAL.*—Not later than 4 years after the  
4 date of enactment of this Act, the Administrator of the Fed-  
5 eral Aviation Administration shall establish a program, in  
6 cooperation with the National Center for the Advancement  
7 of Aerospace, to be known as the “Airshow Venue Informa-  
8 tion, Awareness, Training, and Education Program” (in  
9 this section referred to as the “AVIATE Program”).

10 (b) *OBJECTIVE.*—The objectives of the AVIATE Pro-  
11 gram shall be—

12 (1) to make information available to general  
13 aviation airport managers, local government officials,  
14 and other relevant stakeholders about how to host an  
15 airshow;

16 (2) to provide guidance and resources to help or-  
17 ganizers plan and execute airshows and aerial events,  
18 including—

19 (A) compliance with all applicable regula-  
20 tions;

21 (B) providing technical assistance in estab-  
22 lishing—

23 (i) emergency response plans; and

24 (ii) communication plans between rel-  
25 evant event stakeholders, including local en-

1                   *forcement and emergency first responders;*

2                   *and*

3                   *(C) ensuring protection of the public, per-*

4                   *formers, and airport personnel;*

5                   *(3) to promote public awareness and engagement*

6                   *with airshows and aerial events, including opportuni-*

7                   *ties for community education, outreach, and involve-*

8                   *ment; and*

9                   *(4) to provide access to tools and resources that*

10                  *enable general aviation airport managers, local gov-*

11                  *ernment officials, and other relevant stakeholders to*

12                  *understand the impact of airshows and aerial events*

13                  *on local economies and communities.*

14                  *(c) ADMINISTRATION.—In carrying out the AVIATE*

15                  *Program, the Administrator shall consult and coordinate,*

16                  *as appropriate, with relevant stakeholders, including—*

17                   *(1) airshow safety experts;*

18                   *(2) general aviation aircraft owners and opera-*

19                   *tors, including experimental aircraft owners and op-*

20                   *erators;*

21                   *(3) general aviation airports, including airport*

22                   *officials;*

23                   *(4) air traffic control specialists with knowledge*

24                   *of coordinating airshows and aerial events, including*

25                   *experts from the exclusive bargaining representative of*



1       *air traffic controllers certified under section 7111 of*  
2       *title 5, United States Code; and*

3               (5) *experts from the exclusive bargaining rep-*  
4       *resentative of air traffic controllers certified under*  
5       *section 7111 of title 5, United States Code.*

6       **SEC. 265. LOW ALTITUDE ROTORCRAFT AND POWERED-LIFT**  
7               **OPERATIONS.**

8               (a) *IN GENERAL.*—*Not later than 3 years after the*  
9       *date of enactment of this Act, the Administrator of the Fed-*  
10       *eral Aviation Administration shall, as appropriate, estab-*  
11       *lish or update low altitude routes and flight procedures to*  
12       *ensure safe rotorcraft and powered-lift aircraft operations*  
13       *within Class B airspace of the national airspace system.*

14              (b) *FLIGHT PROCEDURES.*—*In carrying out subsection*  
15       *(a), the Administrator shall, as appropriate, establish or*  
16       *update approach and departure procedures at public-use*  
17       *airports and heliports within Class B airspace for rotor-*  
18       *craft and powered-lift aircraft operations.*

19              (c) *FLIGHT ROUTES.*—

20              (1) *IN GENERAL.*—*In carrying out this section,*  
21       *the Administrator shall revise part 71 of title 14,*  
22       *Code of Federal Regulations, as necessary, to establish*  
23       *or update low altitude routes related to Class B air-*  
24       *space operations for rotorcraft and powered-lift air-*  
25       *craft.*

1           (2) *CONSIDERATIONS.*—*In carrying out this sec-*  
2 *tion, the Administrator shall consider the impact of*  
3 *such low altitude flight routes described in paragraph*  
4 *(1) on other airspace users and impacted commu-*  
5 *nities to ensure that such routes are designed to mini-*  
6 *mize—*

7                   (A) *the potential for conflict with existing*  
8 *national airspace system operations;*

9                   (B) *the workload of air traffic controllers;*  
10 *and*

11                   (C) *negative effects to impacted commu-*  
12 *nities.*

13           (d) *CONSULTATION.*—*In carrying out this section, the*  
14 *Administrator shall develop the procedures and routes re-*  
15 *quired under subsection (b) and (c) in consultation with—*

16                   (1) *rotorcraft operators, including air ambulance*  
17 *operators;*

18                   (2) *powered-lift operators;*

19                   (3) *exclusive bargaining representatives of air*  
20 *traffic controllers certified under section 7111 of title*  
21 *5, United States Code; and*

22                   (4) *any other relevant stakeholders as determined*  
23 *by the Administrator.*

1 **SEC. 266. BASICMED IN NORTH AMERICA.**

2 *The Administrator of the Federal Aviation Adminis-*  
3 *tration shall seek to facilitate the recognition of medical*  
4 *qualifications under part 68 of title 14, Code of Federal*  
5 *Regulations, with civil aviation authorities in Canada and*  
6 *such other foreign countries that the Administrator deter-*  
7 *mines are appropriate.*

8 **SEC. 267. ELIMINATE AVIATION GASOLINE LEAD EMIS-**  
9 **SIONS.**

10 *(a) EAGLE INITIATIVE.—*

11 *(1) IN GENERAL.—The Administrator of the Fed-*  
12 *eral Aviation Administration shall continue to part-*  
13 *ner with industry and other Federal Government*  
14 *stakeholders in carrying out the Eliminate Aviation*  
15 *Gasoline Lead Emissions Initiative (in this section*  
16 *referred to as the “EAGLE Initiative”).*

17 *(2) FAA RESPONSIBILITIES.—In collaborating*  
18 *with industry and other Government stakeholders to*  
19 *carry out the EAGLE Initiative, the Administrator*  
20 *shall take such actions as may be necessary under the*  
21 *Administrator’s authority to facilitate—*

22 *(A) the safe elimination of the use of leaded*  
23 *aviation gasoline by piston-engine aircraft by*  
24 *the end of 2030 without adversely affecting the*  
25 *piston-engine aircraft fleet;*

1           (B) the approval of unleaded alternatives to  
2           leaded aviation gasoline for use in all piston-en-  
3           gine aircraft types and piston-engine types;

4           (C) the implementation of the requirements  
5           of section 431 as they relate to the continued  
6           availability of aviation gasoline;

7           (D) efforts to make approved unleaded avia-  
8           tion gasoline widely available at airports; and

9           (E) the development and implementation of  
10          a transition plan to safely expedite the transi-  
11          tion of the piston-engine general aviation air-  
12          craft fleet to unleaded fuels by 2030.

13          (3) *ACTIVITIES.*—In carrying out the Adminis-  
14          tration’s responsibilities pursuant to paragraph (2),  
15          the Administrator, at a minimum, shall—

16               (A) develop and publish, as soon as prac-  
17               ticable, a fleet authorization process for the effi-  
18               cient approval or authorization of unleaded  
19               aviation gasolines;

20               (B) review, update, and prioritize, as soon  
21               as practicable, certification processes and  
22               projects for aircraft engines and modifications to  
23               such engines to operate with unleaded aviation  
24               gasoline;

1           (C) evaluate and support programs that ac-  
2 celerate the creation, evaluation, qualification,  
3 deployment, and use of unleaded aviation gaso-  
4 lines;

5           (D) carry out, in partnership with the gen-  
6 eral aviation community, an ongoing campaign  
7 for training and educating aircraft owners and  
8 operators on how to safely transition to unleaded  
9 aviation gasoline;

10          (E) evaluate aircraft and aircraft engines to  
11 ensure that such aircraft and aircraft engines  
12 can operate with unleaded aviation gasoline can-  
13 didates during cold weather conditions; and

14          (F) facilitate Government policy, regulatory  
15 proposals, and voluntary consensus standards  
16 with the objective of achieving the following:

17           (i) Establishing a commercially viable  
18 supply chain for unleaded aviation gaso-  
19 lines.

20           (ii) Facilitating market-based produc-  
21 tion and distribution of unleaded aviation  
22 gasolines.

23           (iii) Encouraging procurement of  
24 equipment required for the deployment,

1                   *storage, and dispensing of unleaded avia-*  
2                   *tion gasolines.*

3                   (4) *CONSULTATION AND COORDINATION WITH*  
4                   *RELEVANT STAKEHOLDERS.—In carrying out the*  
5                   *EAGLE Initiative, the Administrator shall continue*  
6                   *to consult and coordinate, as appropriate, with rel-*  
7                   *evant stakeholders, including—*

8                   (A) *general aviation aircraft engine, air-*  
9                   *craft propulsion, and aircraft airframe manufac-*  
10                  *turers;*

11                  (B) *general aviation aircraft users, aircraft*  
12                  *owners, aircraft pilots, and aircraft operators;*

13                  (C) *airports, heliports, and fixed-base oper-*  
14                  *ators;*

15                  (D) *State, local, and Tribal airport officials*  
16                  *or public agencies, with representation from both*  
17                  *urban and rural areas;*

18                  (E) *representatives of the petroleum indus-*  
19                  *try, including developers, refiners, producers,*  
20                  *and distributors of unleaded aviation gasolines;*  
21                  *and*

22                  (F) *air carriers and commercial operators*  
23                  *operating under part 135 of title 14, Code of*  
24                  *Federal Regulations.*

25                  (5) *REPORTS TO CONGRESS.—*

1           (A) *INITIAL REPORT.*—Not later than 1  
2           year after the date of enactment of this Act, the  
3           Administrator shall submit to the Committee on  
4           Transportation and Infrastructure of the House  
5           of Representatives and the Committee on Com-  
6           merce, Science, and Transportation of the Senate  
7           a report that—

8                   (i) contains an updated strategic plan  
9                   for developing a fleet authorization process  
10                  for efficient approval and use of unleaded  
11                  aviation gasolines;

12                  (ii) describes the structure and involve-  
13                  ment of all Federal Aviation Administra-  
14                  tion offices that have responsibilities de-  
15                  scribed in paragraph (2); and

16                  (iii) identifies cost-effective policy ini-  
17                  tiatives, regulatory initiatives, or legislative  
18                  initiatives needed to improve and enhance  
19                  the timely transition to unleaded aviation  
20                  gasoline for the piston-engine aircraft fleet.

21           (B) *ANNUAL REPORTING.*—Not later than 1  
22           year after the date on which the Administrator  
23           submits the initial report under subparagraph  
24           (A), and annually thereafter, the Administrator  
25           shall submit to the Committee on Transportation

1           *and Infrastructure of the House of Representa-*  
2           *tives and the Committee on Commerce, Science,*  
3           *and Transportation of the Senate an annual re-*  
4           *port on activities and progress of the EAGLE*  
5           *Initiative.*

6                   (C) *SUNSET.—Subparagraph (B) shall*  
7                   *cease to be effective after December 31, 2030.*

8           (b) *TRANSITION PLAN TO UNLEADED FUELS.—*

9                   (1) *IN GENERAL.—In developing the transition*  
10                  *plan under subsection (a)(2)(E), the Administrator*  
11                  *shall, at a minimum, assess the following:*

12                           (A) *Efforts undertaken by the EAGLE Ini-*  
13                           *tiative, including progress towards—*

14                                   (i) *safely eliminating the use of leaded*  
15                                   *aviation gasoline by piston-engine aircraft*  
16                                   *by the end of 2030 without adversely affect-*  
17                                   *ing the piston-engine aircraft fleet;*

18                                   (ii) *approving unleaded alternatives to*  
19                                   *leaded aviation gasoline for use in all pis-*  
20                                   *ton-engine aircraft types and piston-engine*  
21                                   *types; and*

22                                   (iii) *facilitating efforts to make ap-*  
23                                   *proved unleaded aviation gasoline widely*  
24                                   *available at airports.*



1           (B) *The evaluation and development of nec-*  
2 *essary airport infrastructure, including fuel stor-*  
3 *age and dispensing facilities, to support the dis-*  
4 *tribution and storage of unleaded aviation gaso-*  
5 *line.*

6           (C) *The establishment of best practices for*  
7 *piston-engine aircraft owners and operators, air-*  
8 *port managers and personnel, aircraft mainte-*  
9 *nance technicians, and other appropriate per-*  
10 *sonnel for protecting against exposure to lead*  
11 *containment when—*

12                   (i) *conducting fueling operations;*

13                   (ii) *disposing of inspected gasoline*  
14 *samples;*

15                   (iii) *performing aircraft maintenance;*

16                   *and*

17                   (iii) *conducting engine run-ups.*

18           (D) *Efforts to address supply chain and*  
19 *other logistical barriers inhibiting the timely dis-*  
20 *tribution of unleaded aviation gasoline to air-*  
21 *ports.*

22           (E) *Outreach efforts to educate and update*  
23 *piston-engine aircraft owners and operators, air-*  
24 *port operators, and other members of the general*  
25 *aviation community on the potential benefits,*

1           *availability, and safety of unleaded aviation gas-*  
2           *oline.*

3           (2) *CONSULTATION.*—*In developing such transi-*  
4           *tion plan, the Administrator shall consult, at a min-*  
5           *imum, with representatives of entities described in*  
6           *subsection (a)(4).*

7           (3) *PUBLICATION; GUIDANCE.*—*Upon completion*  
8           *of developing such transition plan, the Administrator*  
9           *shall—*

10                   (A) *make the plan available to the public on*  
11                   *an appropriate webpage of the Administration;*  
12                   *and*

13                   (B) *provide guidance supporting the imple-*  
14                   *mentation of the transition plan.*

15           (4) *COORDINATION WITH EAGLE INITIATIVE.*—*In*  
16           *developing such transition plan and associated guid-*  
17           *ance pertaining to the implementation of such transi-*  
18           *tion plan, the Administrator shall consult and coordi-*  
19           *nate with individuals carrying out the EAGLE Ini-*  
20           *tiative.*

21           (5) *MAPPING UNLEADED AVIATION GASOLINE.*—  
22           *The Administrator shall develop and continuously up-*  
23           *date websites, brochures, and other communication*  
24           *materials associated with such transition plan to*

1 *clearly convey the availability of unleaded aviation*  
2 *gasoline at airports.*

3 (6) *BRIEFING TO CONGRESS.*—*Not later than 60*  
4 *days after the publication of such transition plan, the*  
5 *Administrator shall brief the Committee on Transpor-*  
6 *tation and Infrastructure of the House of Representa-*  
7 *tives and the Committee on Commerce, Science, and*  
8 *Technology of the Senate on such transition plan and*  
9 *any efforts or actions pertaining to the implementa-*  
10 *tion of such transition plan.*

11 ***TITLE III—AEROSPACE***  
12 ***WORKFORCE***  
13 ***Subtitle A—Growing the Talent***  
14 ***Pool***

15 ***SEC. 301. EXTENSION OF AVIATION WORKFORCE DEVELOP-***  
16 ***MENT PROGRAMS.***

17 *Section 625(b)(1) of the FAA Reauthorization Act of*  
18 *2018 (49 U.S.C. 40101 note) is amended by striking “sec-*  
19 *tion 48105” and all that follows through the period at the*  
20 *end and inserting the following: “section 48105 of title 49,*  
21 *United States Code, not more than—*

22 *“(A) \$15,000,000 for each of fiscal years*  
23 *2024 through 2026 is authorized to be expended*  
24 *to provide grants under the program established*  
25 *under subsection (a)(1); and*

1           “(B) \$15,000,000 for each of fiscal years  
2           2024 through 2026 is authorized to provide  
3           grants under the program established under sub-  
4           section (a)(2).

5           “(C) \$15,000,000 for each of fiscal years  
6           2024 through 2026 is authorized to be expended  
7           to provide grants under the program established  
8           under subsection (a)(3).”.

9   **SEC. 302. IMPROVING AVIATION WORKFORCE DEVELOP-**  
10           **MENT PROGRAMS.**

11           (a) *MANUFACTURING PROGRAM.*—Section 625(a) of  
12           the *FAA Reauthorization Act of 2018* (49 U.S.C. 40101  
13           note) is amended—

14                   (1) in paragraph (1) by striking “and” at the  
15                   end;

16                   (2) in paragraph (2) by striking the period and  
17                   inserting “; and”; and

18                   (3) by adding at the end the following:

19                           “(3) a program to provide grants for eligible  
20                           projects to support the education and recruitment of  
21                           aviation manufacturing workers and the development  
22                           of the aviation manufacturing workforce.”.

23           (b) *PROJECT GRANTS.*—Section 625(b) of the *FAA Re-*  
24           *authorization Act of 2018* (49 U.S.C. 40101 note) is amend-  
25           ed—

1           (1) in paragraph (2) by striking “\$500,000” and  
2           inserting “\$750,000”; and

3           (2) by adding at the end the following:

4           “(3) *EDUCATION PROJECTS.*—The Secretary  
5           shall ensure that not less than 20 percent of the  
6           amounts authorized to be expended under this sub-  
7           section shall be used to carry out a grant program  
8           which shall be referred to as the ‘Willa Brown Avia-  
9           tion Education Program’ (in this paragraph referred  
10          to as the ‘Program’) under which the Secretary shall  
11          provide grants for eligible projects described in sub-  
12          section (d) that are carried out in communities in  
13          counties containing at least 1 qualified opportunity  
14          zone (as such term is defined in section 1400Z-1(a)  
15          of the Internal Revenue Code of 1986).”.

16          (c) *ELIGIBLE APPLICATIONS.*—Section 625(c) of the  
17 *FAA Reauthorization Act of 2018* (49 U.S.C. 40101 note)  
18 is amended by striking paragraphs (1) and (2) and insert-  
19 ing the following:

20           “(1) *APPLICATION FOR AIRCRAFT PILOT PRO-*  
21           *GRAM.*—An application for a grant under the pro-  
22           gram established under subsection (a)(1) may be sub-  
23           mitted, in such form as the Secretary may specify,  
24           by—

1           “(A) an air carrier, as defined in section  
2 40102 of title 49, United States Code;

3           “(B) an entity that holds management spec-  
4 ifications under subpart K of title 91 of title 14,  
5 Code of Federal Regulations;

6           “(C) an institution of higher education (as  
7 defined in section 101 of the Higher Education  
8 Act of 1965 (20 U.S.C. 1001)), a postsecondary  
9 vocational institution (as defined in section  
10 102(c) of the Higher Education Act of 1965 (20  
11 U.S.C. 1002)), or a high school or secondary  
12 school (as such terms are defined in section 8101  
13 of the Elementary and Secondary Education Act  
14 of 1965 (20 U.S.C. 7801));

15           “(D) a flight school that provides flight  
16 training, as defined in part 61 of title 14, Code  
17 of Federal Regulations, or that holds a pilot  
18 school certificate under part 141 of title 14, Code  
19 of Federal Regulations;

20           “(E) a labor organization representing pro-  
21 fessional pilots;

22           “(F) an aviation-related nonprofit organi-  
23 zation described in section 501(c)(3) of the Inter-  
24 nal Revenue Code of 1986 that is exempt from  
25 taxation under section 501(a) of such Code; or

1           “(G) a State, local, territorial, or Tribal  
2           governmental entity.

3           “(2) *APPLICATION FOR AVIATION MAINTENANCE*  
4           *PROGRAM.*—An application for a grant under the  
5           program established under subsection (a)(2) may be  
6           submitted, in such form as the Secretary may specify,  
7           by—

8           “(A) a holder of a certificate issued under  
9           part 21, 121, 135, 145, or 147 of title 14, Code  
10          of Federal Regulations;

11          “(B) a labor organization representing  
12          aviation maintenance workers;

13          “(C) an institution of higher education (as  
14          defined in section 101 of the Higher Education  
15          Act of 1965 (20 U.S.C. 1001)), a postsecondary  
16          vocational institution (as defined in section  
17          102(c) of the Higher Education Act of 1965 (20  
18          U.S.C. 1002)), or a high school or secondary  
19          school (as such terms are defined in section 8101  
20          of the Elementary and Secondary Education Act  
21          of 1965 (20 U.S.C. 7801));

22          “(D) an aviation-related nonprofit organi-  
23          zation described in section 501(c)(3) of the Inter-  
24          nal Revenue Code of 1986 that is exempt from  
25          taxation under section 501(a) of such Code; or

1           “(E) a State, local, territorial, or Tribal  
2           governmental entity.

3           “(3) *APPLICATION FOR AVIATION MANUFACTURING PROGRAM.*—An application for a grant under  
4           the program established under subsection (a)(3) may  
5           be submitted, in such form as the Secretary may  
6           specify, by—

7           “(A) an entity that—

8                   “(i) actively designs or manufactures  
9                   any aircraft, aircraft engine, propeller, or  
10                  appliance, or a component, part, or system  
11                  thereof, covered under a type or production  
12                  certificate issued under section 44704; and

13                   “(ii) has significant operations in the  
14                   United States and a majority of the em-  
15                   ployees of such entity that are engaged in  
16                   aviation manufacturing or development ac-  
17                   tivities and services are based in the United  
18                   States;

19           “(B) an institution of higher education (as  
20           defined in section 101 of the Higher Education  
21           Act of 1965 (20 U.S.C. 1001)), a postsecondary  
22           vocational institution (as defined in section  
23           102(c) of the Higher Education Act of 1965 (20  
24           U.S.C. 1002)), or a high school or secondary  
25



1           *school (as such terms are defined in section 8101*  
2           *of the Elementary and Secondary Education Act*  
3           *of 1965 (20 U.S.C. 7801));*

4                     *“(C) an aviation-related nonprofit organi-*  
5                     *zation described in section 501(c)(3) of the Inter-*  
6                     *nal Revenue Code of 1986 that is exempt from*  
7                     *taxation under section 501(a) of such Code; or*

8                     *“(D) a State, local, territorial, or Tribal*  
9                     *governmental entity.”.*

10           *(d) ELIGIBLE PROJECTS.—Section 625(d) of the FAA*  
11           *Reauthorization Act of 2018 (49 U.S.C. 40101 note) is*  
12           *amended by striking paragraphs (1) and (2) and inserting*  
13           *the following:*

14                     *“(1) AIRCRAFT PILOT PROGRAM.—For purposes*  
15                     *of the program established under subsection (a)(1), an*  
16                     *eligible project is a project—*

17                             *“(A) to create and deliver curriculum that*  
18                             *provides high school or secondary school students*  
19                             *with meaningful aviation education to become*  
20                             *aircraft pilots, aerospace engineers, or un-*  
21                             *manned aircraft systems operators, including*  
22                             *purchasing and operating a computer-based sim-*  
23                             *ulator associated with such curriculum;*

1           “(B) to support the professional develop-  
2           ment of teachers using the curriculum described  
3           in subparagraph (A);

4           “(C) to create and deliver curriculum that  
5           provides certified flight instructors with the nec-  
6           essary instructional, leadership, and communica-  
7           tion skills to better educate student pilots;

8           “(D) to support transition to professional  
9           pilot careers, including for members of the  
10          Armed Forces; or

11          “(E) to support robust outreach about ca-  
12          reers in the commercial aviation as a profes-  
13          sional pilot, including outreach to primary, sec-  
14          ondary, and post-secondary school students.

15          “(2) AVIATION MAINTENANCE PROGRAM.—For  
16          purposes of the program established under subsection  
17          (a)(2), an eligible project is a project—

18                 “(A) to create and deliver curriculum that  
19                 provides high school and secondary school stu-  
20                 dents with meaningful aviation maintenance  
21                 education to become an aviation mechanic or  
22                 aviation maintenance technician, including pur-  
23                 chasing and operating equipment associated with  
24                 such curriculum;

1           “(B) to support the professional develop-  
2           ment of teachers using the curriculum described  
3           in subparagraph (A);

4           “(C) to establish or improve apprenticeship,  
5           internship, or scholarship programs for individ-  
6           uals pursuing employment in the aviation main-  
7           tenance industry;

8           “(D) to support transition to aviation  
9           maintenance careers, including for members of  
10          the Armed Forces; or

11          “(E) to support robust outreach about ca-  
12          reers in the aviation maintenance industry, in-  
13          cluding outreach to primary, secondary, and  
14          post-secondary school students.

15          “(3) AVIATION MANUFACTURING PROGRAM.—For  
16          purposes of the program established under subsection  
17          (a)(3), and eligible project is a project—

18                 “(A) to create and deliver curriculum that  
19                 provides high school and secondary school stu-  
20                 dents with meaningful aviation manufacturing  
21                 education, including teaching the technical skills  
22                 used in the production of components, parts, or  
23                 systems thereof for inclusion in an aircraft, air-  
24                 craft engine, propeller, or appliance;

1           “(B) to support the professional develop-  
2           ment of teachers using the curriculum described  
3           in subparagraph (A);

4           “(C) to establish apprenticeship, internship,  
5           or scholarship programs for individuals pur-  
6           suing employment in the aviation manufac-  
7           turing industry;

8           “(D) to support transition to aviation man-  
9           ufacturing careers, including for members of the  
10          Armed Forces; or

11          “(E) to support robust outreach about ca-  
12          reers in the aviation manufacturing industry,  
13          including outreach to primary, secondary, and  
14          post-secondary school students.”.

15          (e) *REPORTING AND MONITORING REQUIREMENTS.*—  
16          Section 625 of the *FAA Reauthorization Act of 2018* (49  
17          U.S.C. 40101 note) is amended by adding at the end the  
18          following:

19          “(f) *REPORTING AND MONITORING REQUIREMENTS.*—  
20          The Secretary shall establish reasonable reporting and mon-  
21          itoring requirements for grant recipients under this section  
22          to measure relevant outcomes for the grant programs estab-  
23          lished under paragraphs (1), (2), and (3) of subsection (a).

24          “(g) *NOTICE OF GRANTS.*—

1           “(1) *TIMELY PUBLIC NOTICE.*—The Secretary  
2           shall provide public notice of any grant awarded  
3           under this section in a timely fashion after the Sec-  
4           retary awards such grant.

5           “(2) *NOTICE TO CONGRESS.*—The Secretary shall  
6           provide to the Committee on Transportation and In-  
7           frastructure of the House of Representatives and the  
8           Committee on Commerce, Science, and Transpor-  
9           tation of the Senate advance notice of a grant to be  
10          made under this section.

11          “(h) *TERMINATION.*—The authority of the Secretary to  
12          issue grants under this section shall terminate on Sep-  
13          tember 30, 2026.”.

14      **SEC. 303. NATIONAL CENTER FOR THE ADVANCEMENT OF**  
15                      **AEROSPACE.**

16          “(a) *IN GENERAL.*—Chapter 1 of title 49, United States  
17          Code, is amended by adding at the end the following:

18      **“§ 120. National Center for the Advancement of Aero-**  
19                      **space**

20          “(a) *FEDERAL CHARTER AND STATUS.*—

21                  “(1) *IN GENERAL.*—The National Center for the  
22                  Advancement of Aerospace (in this section referred to  
23                  as the ‘Center’) is a federally chartered entity which  
24                  shall be incorporated in the District of Columbia. The  
25                  Center is a private independent entity, not a depart-

1 *ment, agency, or instrumentality of the United States*  
2 *Government or a component thereof. Except as pro-*  
3 *vided in subsection (f)(1), an officer or employee of*  
4 *the Center is not an officer or employee of the Federal*  
5 *Government.*

6 “(2) *PERPETUAL EXISTENCE.*—*Except as other-*  
7 *wise provided, the Center shall have perpetual exist-*  
8 *ence.*

9 “(b) *GOVERNING BODY.*—

10 “(1) *IN GENERAL.*—*The Board of Directors (in*  
11 *this section referred to as the ‘Board’) is the gov-*  
12 *erning body of the Center.*

13 “(2) *AUTHORITY.*—

14 “(A) *IN GENERAL.*—*The Board shall adopt*  
15 *bylaws, policies, and procedures to carry out the*  
16 *purpose of the Center and may take any other*  
17 *action that it considers necessary (in accordance*  
18 *with the duties and powers of the Center) for the*  
19 *management and operation of the Center. The*  
20 *Board is responsible for the general policies and*  
21 *management of the Center and for the control of*  
22 *all funds of the Center.*

23 “(B) *POWERS OF BOARD.*—*The Board shall*  
24 *have the power to do the following:*

25 “(i) *Adopt and alter a corporate seal.*

1           “(ii) *Establish and maintain offices to*  
2           *conduct its activities.*

3           “(iii) *Enter into contracts or agree-*  
4           *ments as a private entity not subject to the*  
5           *requirements of title 41.*

6           “(iv) *Acquire, own, lease, encumber,*  
7           *transfer, and dispose of property as nec-*  
8           *essary and appropriate to carry out the*  
9           *purposes of the Center.*

10           “(v) *Publish documents and other pub-*  
11           *lications in a publicly accessible manner.*

12           “(vi) *Incur and pay obligations as a*  
13           *private entity not subject to the require-*  
14           *ments of title 31.*

15           “(vii) *Perform any other act necessary*  
16           *and proper to carry out the purposes of the*  
17           *Center as described in its bylaws or duties*  
18           *outlined in this section.*

19           “(3) *MEMBERSHIP OF THE BOARD.—*

20           “(A) *IN GENERAL.—The Board shall have*  
21           *10 Directors as follows:*

22           “(i) *EX-OFFICIO MEMBERSHIP.—The*  
23           *following individuals, or their designees,*  
24           *shall be considered ex-officio members of the*  
25           *Board:*

1           “(I) *The Administrator of the*  
2           *Federal Aviation Administration.*

3           “(II) *The Executive Director, pur-*  
4           *suant to paragraph (5)(D).*

5           “(ii) *APPOINTMENTS.—*

6           “(I) *IN GENERAL.—From among*  
7           *those members of the public who are*  
8           *highly respected and have exert knowl-*  
9           *edge and experience in the fields of*  
10           *aviation, finance, or academia—*

11           “(aa) *the Secretary of Trans-*  
12           *portation shall appoint 5 mem-*  
13           *bers to the Board;*

14           “(bb) *the Secretary of De-*  
15           *fense shall appoint 1 member to*  
16           *the Board;*

17           “(cc) *the Secretary of Vet-*  
18           *erans Affairs shall appoint 1*  
19           *member to the Board; and*

20           “(dd) *the Secretary of Edu-*  
21           *cation shall appoint 1 member to*  
22           *the Board.*

23           “(II) *TERMS.—*

24           “(aa) *IN GENERAL.—The*  
25           *members appointed under sub-*



1 clause (I) shall serve for a term of  
2 3 years and may be reappointed.

3 “(bb) STAGGERING TERMS.—  
4 The Board shall stagger the dura-  
5 tion of the terms of the initial  
6 members appointed to promote the  
7 stability of the Board.

8 “(B) VACANCIES.—A vacancy on the Board  
9 shall be filled in the same manner as the initial  
10 appointment.

11 “(C) STATUS.—All Members of the Board  
12 shall have equal voting powers, regardless if they  
13 are ex-officio members or appointed.

14 “(4) CHAIR OF THE BOARD.—The Board shall  
15 choose a Chair of the Board from among the members  
16 of the Board that are not ex-officio members under  
17 paragraph (3)(A)(i).

18 “(5) ADMINISTRATIVE MATTERS.—

19 “(A) MEETINGS.—

20 “(i) IN GENERAL.—The Board shall  
21 meet at the call of the Chair but not less  
22 than 2 times each year and may, as appro-  
23 priate, conduct business by telephone or  
24 other electronic means.

25 “(ii) OPEN.—

1           “(I) *IN GENERAL.*—*Except as pro-*  
2           *vided in subclause (II), a meeting of*  
3           *the Board shall be open to the public.*

4           “(II) *EXCEPTION.*—*A meeting, or*  
5           *any portion of a meeting, may be*  
6           *closed if the Board, in public session,*  
7           *votes to close the meeting because the*  
8           *matters to be discussed—*

9                   “(aa) *relate solely to the in-*  
10                  *ternal personnel rules, practices,*  
11                  *and matters of the Center;*

12                  “(bb) *may result in disclo-*  
13                  *sure of commercial or financial*  
14                  *information obtained from a per-*  
15                  *son that is privileged or confiden-*  
16                  *tial;*

17                  “(cc) *may disclose informa-*  
18                  *tion of a personal nature where*  
19                  *disclosure would constitute an un-*  
20                  *warranted invasion of personal*  
21                  *privacy; or*

22                  “(dd) *are matters that are*  
23                  *specifically exempted from disclo-*  
24                  *sure by Federal or District of Co-*  
25                  *lumbia law.*

1           “(iii) *PUBLIC ANNOUNCEMENT.*—At  
2           *least 1 week before a meeting of the Board,*  
3           *and as soon as practicable thereafter if there*  
4           *are any changes to the information de-*  
5           *scribed in subclauses (I) through (III), the*  
6           *Board shall make a public announcement of*  
7           *the meeting that describes—*

8                     “(I) *the time, place, and subject*  
9                     *matter of the meeting;*

10                    “(II) *whether the meeting is to be*  
11                    *open or closed to the public; and*

12                    “(III) *the name and appropriate*  
13                    *contact information of a person who*  
14                    *can respond to requests for information*  
15                    *about the meeting.*

16           “(iv) *RECORD.*—*The Board shall keep*  
17           *minutes from each Board meeting. Such*  
18           *minutes shall be made available to the pub-*  
19           *lic in an accessible format, except for por-*  
20           *tions of the meeting that are closed pursu-*  
21           *ant to subparagraph (A)(i)(II).*

22           “(B) *QUORUM.*—*A majority of members of*  
23           *the Board shall constitute a quorum.*

1           “(C) *CODE OF ETHICS.*—*The Board shall*  
2           *adopt a code of ethics for Directors, officers,*  
3           *agents, and employees of the Center to—*

4                   “(i) *prevent inappropriate conflicts of*  
5                   *interest and promote good employee con-*  
6                   *duct; and*

7                   “(ii) *at a minimum, prohibit any*  
8                   *member of the Board from participating in*  
9                   *any proceeding, application, ruling, or*  
10                  *other determination, contract claim, award,*  
11                  *controversy, or other matter in which the*  
12                  *member, the member’s employer or prospec-*  
13                  *tive employer, or the member’s immediate*  
14                  *family member has a direct financial inter-*  
15                  *est.*

16           “(D) *EXECUTIVE DIRECTOR.*—*The Board*  
17           *shall appoint and fix the pay of an Executive*  
18           *Director of the Center (in this section referred to*  
19           *as the ‘Executive Director’) who shall—*

20                   “(i) *serve as an ex officio Member of*  
21                   *the Board;*

22                   “(ii) *serve at the pleasure of the Board,*  
23                   *under such terms and conditions as the*  
24                   *Board shall establish;*

1           “(iii) is subject to removal by the  
2           Board at the discretion of the Board; and

3           “(iv) be responsible for the daily man-  
4           agement and operation of the Center and  
5           for carrying out the purposes and duties of  
6           the Center.

7           “(E) APPOINTMENT OF PERSONNEL.—The  
8           Board shall delegate to the Executive Director  
9           the authority to appoint additional personnel as  
10          the Board considers appropriate and necessary  
11          to carry out the purposes and duties of the Cen-  
12          ter.

13          “(6) RECORDS.—The Board shall keep correct  
14          and complete records of accounts.

15          “(7) PUBLIC INFORMATION.—With the exception  
16          of the matters described in subsection  
17          (b)(5)(A)(ii)(II), nothing in this section may be con-  
18          strued to withhold disclosure of information or  
19          records that are subject to disclosure under section  
20          552 of title 5.

21          “(c) PURPOSE.—The purpose of the Center is to—

22                  “(1) develop a skilled and robust aerospace work-  
23                  force in the United States;

24                  “(2) provide a forum to support collaboration  
25                  and cooperation between governmental, nongovern-

1        *mental, and private aerospace sector stakeholders re-*  
2        *garding the advancement of the aerospace workforce,*  
3        *including general, business, and commercial aviation,*  
4        *education, labor, manufacturing, international orga-*  
5        *nizations, and commercial space transportation orga-*  
6        *nizations;*

7                *“(3) serve as a repository for research conducted*  
8        *by institutions of higher education, research institu-*  
9        *tions, or other stakeholders regarding the aerospace*  
10       *workforce and related technical and skill development.*

11               *“(4) serve as a centralized resource that provides*  
12       *comprehensive and relevant information sources on*  
13       *the following:*

14               *“(A) Aviation pathway programs and pro-*  
15       *fessional development opportunities.*

16               *“(B) Aviation apprenticeship, scholarship,*  
17       *and internship programs.*

18               *“(C) Aviation-related curricula and re-*  
19       *sources about aviation occupations and career*  
20       *pathways developed for students, teachers, and*  
21       *guidance counselors at all levels of education.*

22               *“(D) Aviation industry organizations.*

23               *“(d) DUTIES.—In order to accomplish the purpose de-*  
24       *scribed in subsection (c), the Center shall perform the fol-*  
25       *lowing duties:*

1           “(1) Improve access to aerospace education and  
2 related skills training to help grow the U.S. aerospace  
3 workforce, including by—

4                   “(A) assessing the state of the aerospace  
5 workforce, including challenges and identifying  
6 actions to address such challenges;

7                   “(B) developing a comprehensive workforce  
8 strategy to help coordinate workforce develop-  
9 ment initiatives;

10                   “(C) establishing or supporting apprentice-  
11 ship, scholarship, internship, and mentorship  
12 programs that assist individuals who wish to  
13 pursue a career in an aerospace-related field;

14                   “(D) supporting the development of aero-  
15 space education curricula, including syllabi,  
16 training materials, and lesson plans, for use by  
17 an institution of higher education (as defined in  
18 section 101 of the Higher Education Act of 1965  
19 (20 U.S.C. 1001)), a postsecondary vocational  
20 institution (as defined in section 102(c) of the  
21 Higher Education Act of 1965 (20 U.S.C.  
22 1002)), or a high school or secondary school (as  
23 such terms are defined in section 8101 of the El-  
24 elementary and Secondary Education Act of 1965  
25 (20 U.S.C. 7801)); and

1           “(E) building awareness of youth-oriented  
2 aerospace programs and other robust outreach  
3 programs, including for primary, secondary, and  
4 post-secondary school students.

5           “(F) supporting the professional develop-  
6 ment of teachers using the curricula, syllabi,  
7 training materials, and lesson plans described in  
8 subparagraph (D); and

9           “(G) developing an array of educational  
10 and informative aviation-related educational ac-  
11 tivities and materials for students of varying  
12 ages and levels of education to use in the class-  
13 room and at home.

14           “(2) Support personnel or veterans of the Armed  
15 Forces seeking to transition to a career in aerospace  
16 through outreach, training, scholarships, apprentice-  
17 ships, or other means.

18           “(3) Amplify and support the work carried out  
19 at the Centers of Excellence and Technical Centers of  
20 the Federal Aviation Administration regarding the  
21 aerospace workforce, or related technical and skills  
22 advancement, including organizing and hosting sym-  
23 posiums, conferences, and other forums as appro-  
24 priate.



1           “(4) *Administer on behalf of the Secretary of the*  
2           *Department of Transportation the Cooperative Avia-*  
3           *tion Recruitment, Enrichment, and Employment*  
4           *Readiness Program established by subsection (a) of*  
5           *40131.*

6           “(e) *DUTY TO MAINTAIN TAX-EXEMPT STATUS.—The*  
7           *Center shall be operated in a manner and for purposes that*  
8           *qualify the Center for exemption from taxation under the*  
9           *Internal Revenue Code as an organization described in sec-*  
10          *tion 501(c)(3) of such Code.*

11          “(f) *ADMINISTRATIVE MATTERS OF CENTER.—*

12           “(1) *DETAILEES.—*

13           “(A) *IN GENERAL.—At the request of the*  
14           *Center, the head of any Federal agency or de-*  
15           *partment may, at the discretion of such agency*  
16           *or department, detail to the Center, on a reim-*  
17           *bursable basis, an employee of the agency or de-*  
18           *partment.*

19           “(B) *CIVIL SERVANT STATUS.—The detail of*  
20           *an employee under subparagraph (A) shall be*  
21           *without interruption or loss of civil service sta-*  
22           *tus or privilege.*

23           “(2) *NAMES AND SYMBOLS.—The Center may ac-*  
24           *cept, retain, and use proceeds derived from the Cen-*  
25           *ter’s use of the exclusive right to use its name and*

1       *seal, emblems, and badges incorporating such name as*  
2       *lawfully adopted by the Board in furtherance of the*  
3       *purpose and duties of the Center.*

4               “(3) *GIFTS, GRANTS, BEQUESTS, AND DEVISES.—*  
5       *The Center may accept, retain, use, and dispose of*  
6       *gifts, grants, bequests, or devises of money, services, or*  
7       *property from any public or private source for the*  
8       *purpose of covering the costs incurred by the Center*  
9       *in furtherance of the purpose and duties of the Center.*

10              “(4) *VOLUNTARY SERVICES.—The Center may*  
11       *accept voluntary services from any person that are*  
12       *provided in furtherance of the purpose and duties of*  
13       *the Center.*

14              “(g) *RESTRICTIONS.—*

15              “(1) *PROFIT.—The Center may not engage in*  
16       *business activity for profit.*

17              “(2) *STOCKS AND DIVIDENDS.—The Center may*  
18       *not issue any shares of stock or declare or pay any*  
19       *dividends.*

20              “(3) *POLITICAL ACTIVITIES.—The Center shall be*  
21       *nonpolitical and may not provide financial aid or as-*  
22       *sistance to, or otherwise contribute to or promote the*  
23       *candidacy of, any individual seeking elective public*  
24       *office or political party. The Center may not engage*  
25       *in activities that are, directly, or indirectly, intended*

1 *to be or likely to be perceived as advocating or influ-*  
2 *encing the legislative process.*

3 “(4) *DISTRIBUTION OF INCOME OR ASSETS.*—*The*  
4 *assets of the Center may not inure to the benefit of*  
5 *any member of the Board, or any officer or employee*  
6 *of the Center or be distributed to any person. This*  
7 *paragraph does not prevent the payment of reasonable*  
8 *compensation to any officer, employee, or other person*  
9 *or reimbursement for actual and necessary expenses*  
10 *in amounts approved by the Board.*

11 “(5) *LOANS.*—*The Center may not make a loan*  
12 *to any member of the Board or any officer or em-*  
13 *ployee of the Center.*

14 “(6) *NO CLAIM OF GOVERNMENTAL APPROVAL OR*  
15 *AUTHORITY.*—*Except as otherwise provided by section*  
16 *40131, the Center may not claim approval of Con-*  
17 *gress or of the authority of the United States for any*  
18 *of its activities.*

19 “(h) *ADVISORY COMMITTEE.*—

20 “(1) *IN GENERAL.*—*The Executive Director shall*  
21 *appoint members to an advisory committee subject to*  
22 *approval by the Board. Members of the Board may*  
23 *not sit on the advisory committee.*

24 “(2) *MEMBERSHIP.*—*The advisory committee*  
25 *shall consist of not more than 15 members who rep-*

1        *resent various aviation industry and labor stake-*  
2        *holders, stakeholder associations, and others as deter-*  
3        *mined appropriate by the Board. The advisory com-*  
4        *mittee shall select a Chair and Vice Chair from*  
5        *among its members by majority vote.*

6            *“(3) DUTIES.—The advisory committee shall—*

7                    *“(A) provide recommendations to the Board*  
8                    *on an annual basis regarding the priorities for*  
9                    *the activities of the Center;*

10                   *“(B) consult with the Board on an ongoing*  
11                   *basis regarding the appropriate powers of the*  
12                   *Board to accomplish the purposes and duties of*  
13                   *the Center; and*

14                   *“(C) provide relevant data and information*  
15                   *to the Center in order to carry out the duties set*  
16                   *forth in subsection (d).*

17            *“(4) MEETINGS.—The provisions for meetings of*  
18            *the Board under subsection (b)(5) shall apply as*  
19            *similarly as is practicable to meetings of the advisory*  
20            *committee.*

21            *“(i) WORKING GROUPS.—*

22                    *“(1) IN GENERAL.—The Board may establish*  
23                    *working groups as determined necessary and appro-*  
24                    *priate to achieve the purpose of the Center under sub-*  
25                    *section (c).*

1           “(2) *MEMBERSHIP.*—*Any working group estab-*  
2           *lished by the Board shall be composed of private sec-*  
3           *tor representatives, stakeholder associations, members*  
4           *of the public, labor representatives, and other relevant*  
5           *parties, as determined appropriate by the Board.*  
6           *Once established, the membership of such working*  
7           *group shall choose a Chair from among the members*  
8           *of the working group by majority vote.*

9           “(j) *CAREER COUNCIL.*—

10           “(1) *ESTABLISHMENT.*—*Not later than Sep-*  
11           *tember 30, 2026, the Executive Director, in coordina-*  
12           *tion with the Secretary, shall establish a council (in*  
13           *this section referred to as the ‘CAREER Council’) for*  
14           *the CAREER Program established under section*  
15           *40131.*

16           “(2) *DUTIES.*—*The CAREER Council shall aid*  
17           *the Secretary and the Center in carrying out the CA-*  
18           *REER Program by reviewing grant applications and*  
19           *recommending grant recipients.*

20           “(3) *APPOINTMENT.*—*The CAREER Council*  
21           *shall be appointed from candidates nominated by na-*  
22           *tional associations representing various sectors of the*  
23           *aviation industry, including—*

24                   “(A) *general aviation;*

25                   “(B) *commercial aviation;*

1           “(C) aviation labor, including collective  
2           bargaining representatives of Federal Aviation  
3           Administration aviation safety inspectors, avia-  
4           tion safety engineers, and air traffic controllers;

5           “(D) aviation maintenance, repair, and  
6           overhaul; and

7           “(E) unmanned aviation.

8           “(4) *TERM.*—Each council member appointed  
9           under paragraph (3) shall serve a term of 4 years.

10          “(k) *ANNUAL REPORT.*—The Board shall submit an  
11          annual report to the Committee on Transportation and In-  
12          frastructure of the House of Representatives and the Com-  
13          mittee on Commerce, Science, and Transportation of the  
14          Senate that, at minimum, includes a review and examina-  
15          tion of—

16               “(1) the activities performed as set forth in sub-  
17               section (d) during the prior fiscal year;

18               “(2) the advisory committee described in sub-  
19               section (h);

20               “(3) the working groups described in subsection  
21               (i); and

22               “(4) the Cooperative Aviation Recruitment, En-  
23               richment, and Employment Readiness Program and  
24               related activities established under section 40131, in-

1 *cluding activities of the CAREER Council established*  
2 *under subsection (j).*

3 *“(l) AUDIT BY DEPARTMENT OF TRANSPORTATION IN-*  
4 *SPECTOR GENERAL.—*

5 *“(1) IN GENERAL.—Not later than 2 years after*  
6 *the date on which the Center is established under sub-*  
7 *section (a), the inspector general of the Department of*  
8 *Transportation shall conduct a review of the Center.*

9 *“(2) CONTENTS.—The review shall—*

10 *“(A) include, at a minimum, an evaluation*  
11 *of the efforts taken at the Center to achieve the*  
12 *purpose set forth in subsection (c); and*

13 *“(B) provide any other information that the*  
14 *inspector general determines is appropriate.*

15 *“(3) REPORT ON AUDIT.—*

16 *“(A) REPORT TO SECRETARY.—Not later*  
17 *than 30 days after the date of completion of the*  
18 *audit, the inspector general shall submit to the*  
19 *Secretary a report on the results of the audit.*

20 *“(B) REPORT TO CONGRESS.—Not later*  
21 *than 60 days after the date of receipt of the re-*  
22 *port under subparagraph (A), the Secretary shall*  
23 *submit to the appropriate committees of Congress*  
24 *a copy of the report, together with, if appro-*

1            *priate, a description of any actions taken or to*  
 2            *be taken to address the results of the audit.*

3            *“(m) AUTHORIZATION OF APPROPRIATIONS.—There is*  
 4 *authorized to be appropriated to the National Center for*  
 5 *the Advancement of Aerospace out of the Airport and Air-*  
 6 *way Trust Fund to carry out this section—*

7            *“(1) \$10,000,000 for fiscal year 2024;*

8            *“(2) \$10,000,000 for fiscal year 2025;*

9            *“(3) \$10,000,000 for fiscal year 2026;*

10           *“(4) \$11,000,000 for fiscal year 2027; and*

11           *“(5) \$11,000,000 for fiscal year 2028.”.*

12           *(b) CLERICAL AMENDMENT.—The analysis for chapter*  
 13 *1 of title 49, United States Code, is amended by inserting*  
 14 *after the item relating to section 119 the following:*

*“120. National Center for the Advancement of Aerospace.”.*

15 **SEC. 304. COOPERATIVE AVIATION RECRUITMENT, ENRICH-**  
 16 **MENT, AND EMPLOYMENT READINESS PRO-**  
 17 **GRAM.**

18           *(a) IN GENERAL.—Chapter 401 of title 49, United*  
 19 *States Code, is amended by adding at the end the following:*

20 **“§40131. Cooperative Aviation Recruitment, Enrich-**  
 21 **ment, and Employment Readiness Pro-**  
 22 **gram**

23           *“(a) ESTABLISHMENT.—Not later than September 30,*  
 24 *2026, the Secretary of Transportation, through the National*  
 25 *Center for the Advancement of Aerospace (in this section*



1 referred to as the ‘Center’), shall establish an aviation work-  
2 force cooperative development program to be known as the  
3 Cooperative Aviation Recruitment, Enrichment, and Em-  
4 ployment Readiness Program (in this section referred to as  
5 the ‘CAREER Program’) to support the education, recruit-  
6 ment, training, and retention of future aviation profes-  
7 sionals and the development of a robust United States avia-  
8 tion workforce by—

9           “(1) using relevant workforce forecasts to predict  
10           and identify aviation-related workforce challenges;  
11           and

12           “(2) funding projects that address such chal-  
13           lenges and help to sustain the long-term growth of  
14           civil aviation.

15           “(b) IMPLEMENTATION.—

16           “(1) PARTNERSHIP WITH NCAA.—In imple-  
17           menting the CAREER Program established under  
18           subsection (a), the Secretary shall partner with the  
19           CAREER Council established in subsection (j) of sec-  
20           tion 120.

21           “(2) NONDELEGATION.—Except as provided in  
22           paragraph (3), the Secretary may not delegate any of  
23           the authorities or responsibilities under this section to  
24           the Administrator of the Federal Aviation Adminis-  
25           tration.

1           “(3) *SUPPORT.*—*To support the administration*  
2           *of the CAREER Program, the Secretary may assign*  
3           *employees of the Department of Transportation, in-*  
4           *cluding employees of the Federal Aviation Adminis-*  
5           *tration, on detail to the Center.*

6           “(c) *SOLICITATION, REVIEW, AND EVALUATION PROC-*  
7           *ESS.*—*In carrying out the CAREER Program, the Sec-*  
8           *retary shall establish a solicitation, review, and evaluation*  
9           *process that ensures funds made available to carry out this*  
10           *section are awarded to eligible entities with proposals that*  
11           *have adequate merit and relevancy to the mission of the*  
12           *program.*

13           “(d) *ELIGIBLE ENTITIES.*—*An eligible entity under*  
14           *this section is—*

15                   “(1) *an air carrier;*

16                   “(2) *an entity that holds management specifica-*  
17                   *tions under subpart K of title 91 of title 14, Code of*  
18                   *Federal Regulations;*

19                   “(3) *a holder of a certificate issued under parts*  
20                   *139, 145, or 147 of title 14, Code of Federal Regula-*  
21                   *tions;*

22                   “(4) *an institution of higher education (as de-*  
23                   *finied in section 101 of the Higher Education Act of*  
24                   *1965 (20 U.S.C. 1001)), a postsecondary vocational*  
25                   *institution (as defined in section 102(c) of the Higher*

1       *Education Act of 1965 (20 U.S.C. 1002)), or a high*  
2       *school or secondary school (as such terms are defined*  
3       *in section 8101 of the Elementary and Secondary*  
4       *Education Act of 1965 (20 U.S.C. 7801));*

5               “(5) *a flight school that provides flight training,*  
6       *as defined in part 61 of title 14, Code of Federal Reg-*  
7       *ulations, or that holds a pilot school certificate under*  
8       *part 141 of title 14, Code of Federal Regulations;*

9               “(6) *an aviation labor organization;*

10              “(7) *a State, local, territorial, or Tribal govern-*  
11       *ment, including a political subdivision thereof;*

12              “(8) *an aviation-related nonprofit organization*  
13       *described in section 501(c)(3) of the Internal Revenue*  
14       *Code of 1986 that is exempt from taxation under sec-*  
15       *tion 501(a) of such Code; or*

16              “(9) *an entity that—*

17                      “(A) *actively designs or manufactures any*  
18       *aircraft, aircraft engine, propeller, or appliance,*  
19       *or a component, part, or system thereof, covered*  
20       *under a type or production certificate issued*  
21       *under section 44704; and*

22                      “(B) *has significant operations in the*  
23       *United States and a majority of the employees of*  
24       *such entity that are engaged in aviation manu-*

1           *facturing or development activities and services*  
2           *are based in the United States.*

3           “(e) *REPORTING AND MONITORING REQUIREMENTS.—*  
4 *The Secretary shall establish reasonable reporting and mon-*  
5 *itoring requirements for grant recipients under this section*  
6 *to measure relevant outcomes of the program maintained*  
7 *pursuant to subsection (a).*

8           “(f) *REPORT.—Not later than September 30, 2027,*  
9 *and annually through fiscal year 2028, the Secretary shall*  
10 *submit to the Committee on Transportation and Infrastruc-*  
11 *ture of the House of Representatives and the Committee on*  
12 *Commerce, Science, and Transportation of the Senate a re-*  
13 *port on the program that includes—*

14           “(1) *a summary of projects awarded grants*  
15 *under this section and the progress of each recipient*  
16 *towards fulfilling program expectations;*

17           “(2) *an evaluation of how such projects cumula-*  
18 *tively impact the future supply of individuals in the*  
19 *U.S. aviation workforce, including best practices or*  
20 *programs to incentivize, recruit, and retain individ-*  
21 *uals in aviation professions; and*

22           “(3) *recommendations for better coordinating ac-*  
23 *tions by governmental entities, educational institu-*  
24 *tions, and businesses, aviation labor organizations, or*

1 *other stakeholders to support aviation workforce*  
2 *growth.*

3 “(g) *NOTICE OF GRANTS.*—

4 “(1) *TIMELY PUBLIC NOTICE.*—*The Secretary*  
5 *shall provide public notice of any grant awarded*  
6 *under the CAREER Program in a timely fashion*  
7 *after the Secretary awards such grant.*

8 “(2) *NOTICE TO CONGRESS.*—*The Secretary shall*  
9 *provide advance notice of a grant to be made under*  
10 *the CAREER Program to the Committee on Trans-*  
11 *portation and Infrastructure of the House of Rep-*  
12 *resentatives and the Committee on Commerce,*  
13 *Science, and Transportation of the Senate.*

14 “(h) *AUTHORIZATION OF APPROPRIATIONS.*—*Of the*  
15 *amounts made available under section 48105, \$50,000,000*  
16 *for each of fiscal years 2027 and 2028 is authorized to be*  
17 *expended to provide grants under the program established*  
18 *under subsection (a).”.*

19 (b) *CLERICAL AMENDMENT.*—*The analysis for chapter*  
20 *401 of title 49, United States Code, is amended by adding*  
21 *at the end the following:*

*“40131. Cooperative Aviation Recruitment, Enrichment, and Employment Readiness Program.”.*

1 **SEC. 305. REPEAL OF DUPLICATIVE OR OBSOLETE WORK-**  
2 **FORCE PROGRAMS.**

3 (a) *REPEAL.*—Sections 44510 and 44515 of title 49,  
4 *United States Code*, are repealed.

5 (b) *CLERICAL AMENDMENTS.*—The analysis for chap-  
6 *ter 445 of title 49, United States Code*, is amended by strik-  
7 *ing the items relating to sections 44510 and 44515.*

8 **SEC. 306. CIVIL AIRMEN STATISTICS.**

9 (a) *PUBLICATION FREQUENCY.*—The Administrator of  
10 *the Federal Aviation Administration shall publish the study*  
11 *commonly referred to as the “U.S. Civil Airmen Statistics”*  
12 *on a monthly basis.*

13 (b) *PRESENTATION OF DATA.*—

14 (1) *IN GENERAL.*—Not later than 1 year after  
15 *the date of enactment of this Act, the Administrator*  
16 *of the Federal Aviation Administration shall establish*  
17 *a web-based dashboard for purposes of presenting the*  
18 *findings of the study described in subsection (a).*

19 (2) *DOWNLOADABLE FORMAT.*—The Adminis-  
20 *trator shall make the data publicly available on the*  
21 *website of the Administration in a downloadable for-*  
22 *mat.*

23 (c) *EXPANDED DATA CRITERIA.*—Not later than 1  
24 *year after the date of enactment of this Act, the Adminis-*  
25 *trator shall ensure that data sets and tables published as*  
26 *part of the study described in subsection (a) display infor-*

1 *mation relating to the sex of certificate holders in more in-*  
2 *stances.*

3 (d) *HISTORICAL DATA.*—*Not later than 1 year after*  
4 *the date of enactment of this Act, the Administrator shall*  
5 *make all previously published annual data from the study*  
6 *described in subsection (a) available on the website of the*  
7 *Administration.*

8 **SEC. 307. BESSIE COLEMAN WOMEN IN AVIATION ADVISORY**  
9 **COMMITTEE.**

10 (a) *ESTABLISHMENT.*—*Not later than 120 days after*  
11 *the date of enactment of this Act, the Secretary of Transpor-*  
12 *tation shall establish a Bessie Coleman Women in Aviation*  
13 *Advisory Committee (hereinafter referred to as the “Com-*  
14 *mittee”).*

15 (b) *PURPOSE.*—*The Committee shall advise the Sec-*  
16 *retary and the Administrator of the Federal Aviation Ad-*  
17 *ministration on matters and policies related to the recruit-*  
18 *ment, retention, employment, education, training, well-*  
19 *being, and treatment of women in the aviation industry*  
20 *and aviation-focused Federal civil service positions.*

21 (c) *FORM OF DIRECTIVES.*—*All activities carried out*  
22 *by the Committee, including special committees, shall be in*  
23 *response to written terms of reference or taskings from the*  
24 *Secretary and may not duplicate the objectives of the Air*  
25 *Carrier Training Aviation Rulemaking Committee.*

1       (d) *FUNCTIONS.*—*In carrying out the directives de-*  
2 *scribed in subsection (c), the functions of the Committee are*  
3 *as follows:*

4           (1) *Foster industry collaboration in an open and*  
5 *transparent manner by engaging, as prescribed by*  
6 *this section, representatives of the private sector asso-*  
7 *ciated with an entity described in subsection*  
8 *(e)(1)(B).*

9           (2) *Make recommendations for strategic objec-*  
10 *tives, priorities, and policies that would improve the*  
11 *recruitment, retention, and training of women in*  
12 *aviation professions.*

13           (3) *Evaluate opportunities for the Administra-*  
14 *tion to improve the recruitment and retention of*  
15 *women in the Administration.*

16       (e) *MEMBERSHIP.*—

17           (1) *VOTING MEMBERS.*—*The Advisory Committee*  
18 *shall be composed of the following members:*

19                   (A) *The Administrator, or the designee of*  
20 *the Administrator.*

21                   (B) *At least 25 individuals, appointed by*  
22 *the Secretary, representing the following:*

23                           (i) *Transport aircraft and engine*  
24 *manufacturers.*



1                   (ii) *General aviation aircraft and en-*  
2                   *gine manufacturers.*

3                   (iii) *Avionics and equipment manufac-*  
4                   *turers.*

5                   (iv) *Public and private aviation labor*  
6                   *organizations, including collective bar-*  
7                   *gaining representatives of—*

8                               (I) *aviation safety inspectors and*  
9                               *safety engineers of the Federal Avia-*  
10                              *tion Administration;*

11                             (II) *air traffic controllers;*

12                             (III) *certified aircraft mainte-*  
13                             *nance technicians; and*

14                             (IV) *commercial airline pilots.*

15                   (v) *General aviation operators.*

16                   (vi) *Air carriers.*

17                   (vii) *Business aviation operators.*

18                   (viii) *Unmanned aircraft systems*  
19                   *manufacturers and operators.*

20                   (ix) *Aviation safety management ex-*  
21                   *perts.*

22                   (x) *Aviation maintenance, repair, and*  
23                   *overhaul entities.*

24                   (xi) *Airport owners and operators.*

1                   (xii) *Advanced air mobility manufac-*  
2                   *turers and operators.*

3                   (xiii) *Institutions of higher education*  
4                   *(as defined in section 101 of the Higher*  
5                   *Education Act of 1965 (20 U.S.C. 1001)), a*  
6                   *postsecondary vocational institution (as de-*  
7                   *fined in section 102(c) of the Higher Edu-*  
8                   *cation Act of 1965 (20 U.S.C. 1002)), or a*  
9                   *high school or secondary school (as such*  
10                   *terms are defined in section 8101 of the Ele-*  
11                   *mentary and Secondary Education Act of*  
12                   *1965 (20 U.S.C. 7801)).*

13                   (xiv) *A flight school that provides*  
14                   *flight training, as defined in part 61 of title*  
15                   *14, Code of Federal Regulations, or that*  
16                   *holds a pilot school certificate under part*  
17                   *141 of title 14, Code of Federal Regulations.*

18                   (xv) *Aviation maintenance technician*  
19                   *schools governed under part 147 of title 14,*  
20                   *Code of Federal Regulations.*

21                   (2) *NONVOTING MEMBERS.—*

22                   (A) *IN GENERAL.—In addition to the mem-*  
23                   *bers appointed under paragraph (1), the Com-*  
24                   *mittee shall be composed of not more than 5 non-*

1           *voting members appointed by the Secretary from*  
2           *among officers or employees of the FAA.*

3           (B) *DUTIES.—The nonvoting members*  
4           *may—*

5                     *(i) take part in deliberations of the*  
6                     *Committee; and*

7                     *(ii) provide subject matter expertise*  
8                     *with respect to reports and recommenda-*  
9                     *tions of the Committee.*

10           (C) *LIMITATION.—The nonvoting members*  
11           *may not represent any stakeholder interest other*  
12           *than that of the FAA.*

13           (3) *TERMS.—Each voting member and non-*  
14           *voting member of the Committee appointed by the*  
15           *Secretary shall be appointed for a term of 4 years.*

16           (4) *COMMITTEE CHARACTERISTICS.—The Com-*  
17           *mittee shall have the following characteristics:*

18                     (A) *The ability to obtain necessary informa-*  
19                     *tion from additional experts in the aviation and*  
20                     *aerospace communities.*

21                     (B) *A membership size that enables the*  
22                     *Committee to have substantive discussions and*  
23                     *reach consensus on issues in a timely manner.*

24                     (C) *Appropriate expertise, including exper-*  
25                     *tise in human resources, human capital manage-*

1           *ment, policy, labor relations, employment train-*  
2           *ing, workforce development, and youth outreach.*

3       (f) *CHAIRPERSON.—*

4           (1) *IN GENERAL.—The Chairperson of the Com-*  
5           *mittee shall be appointed by the Secretary from*  
6           *among the voting members of the Committee under*  
7           *subsection (e)(1)(B).*

8           (2) *TERM.—The Chairperson shall serve a 2-year*  
9           *term.*

10       (g) *MEETINGS.—*

11           (1) *FREQUENCY.—The Committee shall meet at*  
12           *least twice each year at the call of the Chairperson or*  
13           *the Secretary.*

14           (2) *PUBLIC ATTENDANCE.—The meetings of the*  
15           *Committee shall be open and accessible to the public.*

16       (h) *SPECIAL COMMITTEES.—*

17           (1) *ESTABLISHMENT.—The Committee may es-*  
18           *tablish special committees composed of private sector*  
19           *representatives, members of the public, labor rep-*  
20           *resentatives, and other relevant parties in complying*  
21           *with the consultation and participation requirements*  
22           *under subsection (d).*

23           (2) *AUTHORITIES.—A special committee estab-*  
24           *lished by the Committee may provide rulemaking ad-*  
25           *vice, recommendations, and additional opportunities*

1       to obtain firsthand information to the Committee  
2       with respect to issues regarding the advancement of  
3       women in aviation.

4               (3) *APPLICABLE LAW.*—Public Law 92–463 shall  
5       not apply to a special committee established by the  
6       Committee.

7       (i) *PERSONNEL MATTERS.*—

8               (1) *NO COMPENSATION OF MEMBERS.*—

9                       (A) *NON-FEDERAL EMPLOYEES.*—A member  
10       of the Committee who is not an officer or em-  
11       ployee of the Federal Government shall serve  
12       without compensation.

13                      (B) *FEDERAL EMPLOYEES.*—A member of  
14       the Committee who is an officer or employee of  
15       the Federal Government shall serve without com-  
16       pensation in addition to the compensation re-  
17       ceived for the services of the member as an officer  
18       or employee of the Federal Government.

19               (2) *TRAVEL EXPENSES.*—The members of the  
20       Committee shall be allowed travel expenses, including  
21       per diem in lieu of subsistence, at rates authorized for  
22       employees of agencies under subchapter I of chapter  
23       57 of title 5, United States Code, while away from  
24       their homes or regular places of business in the per-  
25       formance of services for the Committee.

1           (j) *REPORTS.*—*The Committee shall submit to the Sec-*  
2 *retary, the Committee on Transportation and Infrastruc-*  
3 *ture of the House of Representatives, and the Committee*  
4 *on Commerce, Science, and Transportation of the Senate*  
5 *a report upon completion of each tasking summarizing the*  
6 *Committee’s—*

7           (1) *findings and associated recommendations to*  
8 *improve the advancement of women in aviation; and*

9           (2) *planned activities of the Committee, as*  
10 *tasked by the Secretary, and proposed terms of work*  
11 *to fulfill each activity.*

12          (k) *SUNSET.*—*The Committee shall terminate on the*  
13 *last day of the 8-year period beginning on the date of the*  
14 *initial appointment of the members of the Committee.*

15          (l) *FAA DEFINED.*—*In this section, the term “FAA”*  
16 *means the Federal Aviation Administration.*

17 **SEC. 308. ESTABLISHING A COMPREHENSIVE WEB-BASED**  
18 **AVIATION RESOURCE CENTER.**

19          (a) *IN GENERAL.*—*Not later than 1 year after the date*  
20 *of enactment of this Act, the Administrator of the Federal*  
21 *Aviation Administration shall partner with the National*  
22 *Center for the Advancement of Aerospace (in this section*  
23 *referred to as the “Center”)* *to establish a high-quality, web-*  
24 *based resource center that provides stream-lined public ac-*  
25 *cess to information sources on the following:*

1           (1) *Aviation pathway programs and professional*  
2           *development opportunities.*

3           (2) *Aviation apprenticeship, scholarship, and in-*  
4           *ternship programs.*

5           (3) *Aviation-related curricula and resources*  
6           *about aviation occupations and career pathways de-*  
7           *veloped for students, teachers, and guidance counselors*  
8           *at all levels of education.*

9           (4) *Aviation industry organizations.*

10       (b) *LEVERAGING FAA EDUCATION, RESEARCH, AND*  
11 *PARTNERSHIP PROGRAMS.—In carrying out subsection*  
12 *(a)(3), the Administrator and the Executive Director of the*  
13 *Center, in partnership with museums, nonprofit organiza-*  
14 *tions, and commercial entities, shall, to the maximum ex-*  
15 *tent practicable, leverage field and regional offices of the*  
16 *Federal Aviation Administration, the Mike Monroney Aero-*  
17 *nautical Center, the William J. Hughes Technical Center*  
18 *for Advanced Aerospace, Air Transportation Centers of Ex-*  
19 *cellence, and the Aviation and Space Education program*  
20 *of the Federal Aviation Administration to develop an array*  
21 *of educational and informative aviation-related educational*  
22 *activities and materials for students of varying ages and*  
23 *levels of education to use in the classroom, for after-school*  
24 *programs and at home.*

1           (c) *BRIEFING.*—Not later than 2 year after the date  
2 of the enactment of this Act, the Administrator shall brief  
3 the Committee on Transportation and Infrastructure of the  
4 House of Representatives and the Committee on Commerce,  
5 Science, and Technology of the Senate on—

6           (1) the web-based aviation resource center estab-  
7 lished under subsection (a); and

8           (2) the manner in which the education develop-  
9 ment and engagement activities of the Federal Avia-  
10 tion Administration are organized and funded.

11 **SEC. 309. DIRECT HIRE AUTHORITY FROM UAS COLLEGIATE**  
12 **TRAINING INITIATIVE.**

13           (a) *IN GENERAL.*—The Administrator of the Federal  
14 Aviation Administration may hire individuals from eligible  
15 institutions of higher education under the Unmanned Air-  
16 craft System Collegiate Training Initiative (in this section  
17 referred to as “UAS CTI”), as established in section 632  
18 of the FAA Reauthorization Act of 2018 (49 U.S.C. 40101  
19 note), without regard to—

20           (1) sections 3309 through 3318 of title 5, United  
21 States Code;

22           (2) part 211 of title 5, Code of Federal Regula-  
23 tions; or

24           (3) subpart A of part 337 of title 5, Code of Fed-  
25 eral Regulations.



1       (b) *ELIGIBILITY.*—*Individuals eligible for employment*  
2 *by the Administrator under subsection (a) shall—*

3           (1) *be in good standing or have graduated in*  
4 *good standing from an institution of higher education*  
5 *with a signed memorandum of understanding under*  
6 *the UAS CTI;*

7           (2) *hold or have completed the majority of a re-*  
8 *lated Bachelors or Associates degree, as described by*  
9 *the eligibility requirements of the UAS CTI;*

10          (3) *have completed all requirements for a related*  
11 *minor, concentration, or certificate, as described by*  
12 *the eligibility requirements of the UAS CTI; or*

13          (4) *meet any other criteria as considered appro-*  
14 *priate by the Administrator.*

15       (c) *DEFINITIONS.*—*In this section:*

16           (1) *INSTITUTION OF HIGHER EDUCATION.*—*The*  
17 *term “institution of higher education” has the mean-*  
18 *ing given such term in section 101 of the Higher Edu-*  
19 *cation Act of 1965 (20 U.S.C. 1001).*

20           (2) *GOOD STANDING.*—*The term “good standing”*  
21 *means in good standing, as determined by the appli-*  
22 *cable institution of higher education.*

23       (d) *SUNSET.*—*The authority of the Administrator*  
24 *under this section shall terminate on September 30, 2028.*

1       **Subtitle B—Improving Training**  
2       **and Rebuilding Talent Pipelines**

3       **SEC. 311. JOINT AVIATION EMPLOYMENT TRAINING WORK-**  
4                                   **ING GROUP.**

5           (a) *ESTABLISHMENT.*—Not later than 120 days after  
6 the date of enactment of this Act, the Secretary of Transpor-  
7 tation shall establish an interagency working group (in this  
8 section referred to as the “working group”) to advise the  
9 Secretary of Transportation and the Secretary of Defense  
10 on matters and policies related to the training and certifi-  
11 cation of a covered aviation professional to improve career  
12 transition between the military and civilian workforces.

13           (b) *MEMBERSHIP.*—

14               (1) *IN GENERAL.*—The working group shall con-  
15 sist of—

16                           (A) 2 co-chairs described in paragraph (2);

17                           (B) not less than 6 representatives of the  
18 Federal Aviation Administration, to be ap-  
19 pointed by the co-chair described in paragraph  
20 (2)(A); and

21                           (C) not less than 1 representative of each  
22 component of the armed forces (as such term is  
23 defined in section 101 of title 10, United States  
24 Code), to be appointed by the co-chair described  
25 in paragraph (2)(B).

1           (2) *CO-CHAIRS.—The working group shall be co-*  
2           *chaired by—*

3                   (A) *a representative of the Department of*  
4                   *Transportation, to be appointed by the Secretary*  
5                   *of Transportation; and*

6                   (B) *a representative of the Department of*  
7                   *Defense, to be appointed by the Secretary of De-*  
8                   *fense.*

9           (c) *ACTIVITIES.—The working group shall—*

10                   (1) *evaluate and compare all regulatory require-*  
11                   *ments, guidance, and orders affecting covered aviation*  
12                   *professionals and identify challenges that inhibit re-*  
13                   *ruitment, training, and retention within the respec-*  
14                   *tive workforces of such professionals; and*

15                   (2) *assess appropriate areas for increased inter-*  
16                   *agency information sharing and harmonization*  
17                   *across workforces on matters related to certification*  
18                   *pathways and certification requirements, including*  
19                   *knowledge testing, affecting covered aviation profes-*  
20                   *sionals.*

21           (d) *INITIAL REPORT TO CONGRESS.—*

22                   (1) *IN GENERAL.—Not later than 1 year after*  
23                   *the date on which the Secretary of Transportation es-*  
24                   *tablishes the working group, the working group shall*

1       submit to the appropriate committees of Congress an  
2       initial report on the activities of the working group.

3               (2) CONTENTS.—The report required under  
4       paragraph (1) shall include—

5                       (A) a detailed description of the findings of  
6       the working group pursuant to the activities re-  
7       quired under subsection (c); and

8                       (B) recommendations for regulatory, policy,  
9       or legislative action to improve the training and  
10      certification of covered aviation professionals  
11      across the civilian and military workforces.

12      (e) ANNUAL REPORTING.—Not later than 1 year after  
13      the date on which the working group submits the initial  
14      report under subsection (d), and annually thereafter, the  
15      working group shall submit to the appropriate committees  
16      of Congress a report—

17                       (1) describing the continued activities of the  
18      working group;

19                       (2) describing any progress made by the Sec-  
20      retary of Transportation or Secretary of Defense in  
21      implementing the recommendations described in sub-  
22      section (d)(2)(B); and

23                       (3) containing any other recommendations the  
24      working group may have with respect to efforts to im-  
25      prove the employment and training of covered avia-

1        *tion professionals in the civilian and military*  
2        *workforces.*

3        (f) *SUNSET.*—*The working group shall terminate on*  
4        *the date that is 4 years after the date on which the working*  
5        *group submits the initial report to Congress pursuant to*  
6        *subsection (d).*

7        (g) *DEFINITIONS.*—*In this section:*

8                (1) *APPROPRIATE COMMITTEES OF CONGRESS.*—  
9        *The term “appropriate committees of Congress”*  
10        *means—*

11                        (A) *the Committee on Armed Services of the*  
12                        *House of Representatives;*

13                        (B) *the Committee on Armed Services of the*  
14                        *Senate;*

15                        (C) *the Committee on Transportation and*  
16                        *Infrastructure of the House of Representatives;*  
17                        *and*

18                        (D) *the Committee on Commerce, Science,*  
19                        *and Transportation of the Senate.*

20                (2) *COVERED AVIATION PROFESSION.*—*The term*  
21        *“covered aviation professional” means—*

22                        (A) *an airman;*

23                        (B) *an aircraft maintenance and repair*  
24                        *technician;*

25                        (C) *an air traffic controller; and*

1                   (D) any other aviation-related professional  
2                   that has comparable tasks and duties across the  
3                   civilian and military workforces, as determined  
4                   jointly by the co-chairs of the working group.

5 **SEC. 312. AIRMAN KNOWLEDGE TESTING WORKING GROUP.**

6           (a) *WORKING GROUP.*—Not later than 180 days after  
7 the date of enactment of this Act, the Administrator of the  
8 Federal Aviation Administration shall task the Aviation  
9 Rulemaking Advisory Committee to establish a working  
10 group to review knowledge testing processes and procedures  
11 to improve the facilitation, administration, and accessi-  
12 bility of knowledge tests.

13           (b) *ACTIVITIES.*—The working group established pur-  
14 suant to subsection (a) shall—

15                   (1) assess methods to increase knowledge testing  
16 capacity, including through—

17                           (A) the adoption of alternative proctoring  
18 methods; and

19                           (B) increased utilization of pilot schools  
20 that hold a pilot school certificate under part  
21 141 of title 14, Code of Federal Regulations, and  
22 aviation maintenance technician schools gov-  
23 erned under part 147 of title 14, Code of Federal  
24 Regulations; and

25                   (2) evaluate the following:

1           (A) *The management and provision of*  
2           *knowledge tests by testing centers.*

3           (B) *The testing registration process for stu-*  
4           *dents.*

5           (C) *Student access to knowledge tests.*

6           (D) *Fees associated with knowledge tests.*

7           (E) *The accuracy of public sample knowl-*  
8           *edge tests available to students.*

9           (F) *Development and maintenance of*  
10          *knowledge tests and forms.*

11          (c) *MECHANIC GENERAL KNOWLEDGE TEST.—In ad-*  
12          *dition to the activities under subsection (b), the Aviation*  
13          *Rulemaking Advisory Committee shall task the working*  
14          *group established pursuant to subsection (a) with assessing*  
15          *opportunities to allow a high school student upon successful*  
16          *completion of an aviation maintenance curriculum to take*  
17          *the general written knowledge portion of the mechanic exam*  
18          *described in section 65.75 of title 14, Code of Federal Regu-*  
19          *lations, at an Administration-approved testing center.*

20          (d) *REPORT.—Not later than 18 months after the*  
21          *Aviation Rulemaking Advisory Committee tasks the work-*  
22          *ing group under subsection (a), the working group shall*  
23          *submit to the Administrator a final report making rec-*  
24          *ommendations to improve the facilitation, administration,*  
25          *and accessibility of knowledge tests.*

1       (e) *DEFINITIONS.*—*In this section:*

2               (1) *HIGH SCHOOL.*—*The term “high school” has*  
3 *the meaning given such term in section 8101 of the*  
4 *Elementary and Secondary Education Act of 1965*  
5 *(20 U.S.C. 7801).*

6               (2) *KNOWLEDGE TEST.*—*The term “knowledge*  
7 *test” means a test prescribed under parts 61 and 65*  
8 *of title 14, Code of Federal Regulations.*

9               (3) *SECONDARY SCHOOL.*—*The term “secondary*  
10 *school” has the meaning given such term in section*  
11 *8101 of the Elementary and Secondary Education*  
12 *Act of 1965 (20 U.S.C. 7801).*

13 **SEC. 313. AIRMAN CERTIFICATION SYSTEM WORKING**  
14 **GROUP AND TIMELY PUBLICATION OF STAND-**  
15 **ARDS.**

16       (a) *WORKING GROUP.*—*The Administrator of the Fed-*  
17 *eral Aviation Administration shall task the Airman Certifi-*  
18 *cation System Working Group established under the Avia-*  
19 *tion Rulemaking Advisory Committee of the Administra-*  
20 *tion to review Airman Certification Standards to ensure*  
21 *that airman proficiency and knowledge correlates and cor-*  
22 *responds to regulations, procedures, equipment, aviation in-*  
23 *frastructure, and safety trends at the time of such review.*

24       (b) *ACS PUBLICATION.*—*Not later than 180 days after*  
25 *the date of enactment of this Act, the Administrator of the*



1 *Federal Aviation Administration shall publish on the*  
2 *website of the Administration—*

3           (1) *the process by which the Airman Certifi-*  
4 *cation Standards are to be established, updated, and*  
5 *maintained;*

6           (2) *the process by which relevant guidance docu-*  
7 *ments, handbooks, and test materials associated with*  
8 *such standards are to be established, updated, and*  
9 *maintained; and*

10           (3) *any anticipated or required updates to such*  
11 *standards, including providing a date by which such*  
12 *modifications can be expected to be completed and*  
13 *made available to the public.*

14 **SEC. 314. AIR TRAFFIC CONTROL WORKFORCE STAFFING.**

15           (a) *RESPONSIBILITY FOR CONTROLLER WORKFORCE*  
16 *PLAN.—*

17           (1) *AIR TRAFFIC CONTROLLER STAFFING INITIA-*  
18 *TIVES AND ANALYSIS.—Section 221 of the Vision 100–*  
19 *Century of Aviation Reauthorization Act (49 U.S.C.*  
20 *44506 note) is amended by striking “Administrator of*  
21 *the Federal Aviation Administration” and inserting*  
22 *“Chief Operating Officer of the Air Traffic Organiza-*  
23 *tion of the Federal Aviation Administration”.*

24           (2) *STAFFING REPORT.—Section 44506(e) of title*  
25 *49, United States Code, is amended in the matter be-*

1        *fore paragraph (1) by striking “Administrator of the*  
2        *Federal Aviation Administration” and inserting*  
3        *“Chief Operating Officer of the Air Traffic Organiza-*  
4        *tion of the Federal Aviation Administration”.*

5        *(b) MAXIMUM HIRING.—Subject to the availability of*  
6        *appropriations, for each of fiscal years 2024 through 2027,*  
7        *the Administrator of the Federal Aviation Administration*  
8        *shall set as the hiring target for new air traffic controllers*  
9        *(excluding individuals described in section 44506(f)(1)(A)*  
10       *of title 49, United States Code) the maximum number of*  
11       *individuals able to be trained at the Federal Aviation Ad-*  
12       *ministration Academy.*

13       *(c) HIRING AND STAFFING.—The Chief Operating Of-*  
14       *ficer of the Federal Aviation Administration shall revise the*  
15       *air traffic control hiring plans and staffing standards of*  
16       *the Administration to—*

17                *(1) provide that the controller and management*  
18                *workforce is adequately staffed to safely and effi-*  
19                *ciently manage and oversee the air traffic control sys-*  
20                *tem to the satisfaction of the Chief Operating Officer;*

21                *(2) account for the target number of certified*  
22                *professional controllers able to control traffic at each*  
23                *independent facility; and*

24                *(3) avoid any required or requested reduction of*  
25                *national airspace system capacity or aircraft oper-*

1        *ations as a result of inadequate air traffic control*  
2        *system staffing.*

3        *(d) INTERIM ADOPTION OF COLLABORATIVE RE-*  
4        *SOURCE WORKGROUP MODELS.—*

5            *(1) IN GENERAL.—In carrying out subsection (c)*  
6        *and in submitting a Controller Workforce Plan of the*  
7        *Administration published after the date of enactment*  
8        *of this Act, the Chief Operating Officer shall adopt*  
9        *and utilize the staffing models and methodologies de-*  
10       *veloped by the Collaborative Resource Workgroup that*  
11       *were recommended in a report submitted to the Ad-*  
12       *ministrator and referenced in the Controller Work-*  
13       *force Plan submitted to Congress on May 5, 2023.*

14           *(2) SUNSET.—The requirement under paragraph*  
15       *(1) shall cease to be effective upon the adoption of a*  
16       *staffing model required under subsection (f).*

17       *(e) ASSESSMENT.—*

18           *(1) REVIEW.—Not later than 180 days after the*  
19       *date of enactment of this Act, the Administrator shall*  
20       *enter into an agreement with the Transportation Re-*  
21       *search Board to—*

22            *(A) compare the Administration’s staffing*  
23        *models and methodologies in determining staff-*  
24        *ing standards targets with those developed by the*  
25        *Collaborative Resource Workgroup, including—*

1                   (ii) the availability factor multiplier  
2                   and other formula components; and

3                   (iii) the independent facility staffing  
4                   targets of certified professional controllers  
5                   able to control traffic; and

6                   (B) assess future needs of the air traffic con-  
7                   trol system and potential impacts on staffing  
8                   standards.

9                   (2) *REPORT.*—

10                   (A) *FINDINGS.*—In carrying out this sub-  
11                   section, the Transportation Research Board  
12                   shall—

13                   (i) report to the Administrator and  
14                   Congress on the findings of the review under  
15                   this subsection; and

16                   (ii) determine which staffing models  
17                   and methodologies best accounts for the  
18                   operational staffing needs of the air traffic  
19                   control system and provide a justification  
20                   for such determination.

21                   (B) *MODIFICATIONS TO IDENTIFIED*  
22                   *MODEL.*—The Transportation Research Board  
23                   may make recommendations to improve the staff-  
24                   ing model described in (2)(A)(i).

1           (3) *CONSULTATION.*—*In conducting the assess-*  
2           *ment under this subsection, the Transportation Re-*  
3           *search Board shall consult with—*

4                   (A) *exclusive bargaining representatives of*  
5                   *air traffic controllers certified under section 7111*  
6                   *of title 5, United States Code;*

7                   (B) *Administration officials and executives;*

8                   (C) *front line managers of the air traffic*  
9                   *control system;*

10                  (D) *managers and employees responsible for*  
11                  *training air traffic controllers;*

12                  (E) *the MITRE Corporation;*

13                  (F) *the Chief Operating Officer of the Air*  
14                  *Traffic Organization of the Federal Aviation Ad-*  
15                  *ministration; and*

16                  (G) *users of the air traffic control system.*

17           (f) *REQUIRED IMPLEMENTATION OF IDENTIFIED*  
18           *STAFFING MODEL.*—*The Administrator shall take such ac-*  
19           *tion that may be necessary to adopt and utilize the staffing*  
20           *model identified by the Transportation Research Board*  
21           *pursuant to subsection (e)(2)(A)(ii), including any rec-*  
22           *ommendations for improving such model.*

23           (g) *CONTROLLER TRAINING.*—*In any Controller Work-*  
24           *force Plan of the Administration published after the date*  
25           *of enactment of this Act, the Chief Operating Officer shall—*

1           (1) *identify all limiting factors on the Adminis-*  
2           *tration's ability to hire and train controllers in line*  
3           *with the staffing standards target set out in such*  
4           *Plan; and*

5           (2) *describe what actions the Administration*  
6           *will take to rectify any impediments to meeting staff-*  
7           *ing standards targets and identify contributing fac-*  
8           *tors that are outside the control of the Administra-*  
9           *tion.*

10 **SEC. 315. AVIATION SAFETY WORKFORCE ASSESSMENT.**

11           (a) *IN GENERAL.*—*The Administrator of the Federal*  
12           *Aviation Administration shall assess, on a recurring basis,*  
13           *staffing levels, critical competencies, and skills gaps of safe-*  
14           *ty critical positions in the Flight Standards Service and*  
15           *Aircraft Certification Service and within other offices of the*  
16           *Administration that support such services.*

17           (b) *CONSIDERATIONS.*—*In completing the assessment*  
18           *described in subsection (a), the Administrator shall—*

19                   (1) *evaluate the workload at the time of the as-*  
20                   *essment, historic workload, and estimated future*  
21                   *workload of such personnel;*

22                   (2) *conduct a critical competency and skills gap*  
23                   *analysis to determine the knowledge and skill sets*  
24                   *needed for work at the time of the assessment and an-*

1        *ticipated work, with an emphasis on work pertaining*  
2        *to—*

3                *(A) new and novel aircraft propulsion and*  
4                *power methods;*

5                *(B) simplified vehicle operations and*  
6                *human factors; and*

7                *(C) autonomy, machine learning, and arti-*  
8                *ficial intelligence;*

9                *(3) compare the outcome of such analysis de-*  
10                *scribed in paragraph (2) to the competency and skills*  
11                *of the workforce at the time of the assessment; and*

12                *(4) review opportunities for employees of the Ad-*  
13                *ministration to gain or enhance expertise, knowledge,*  
14                *skills, and abilities through cooperative training with*  
15                *appropriate companies and organizations; and*

16                *(5) develop hiring and recruitment plans to—*

17                        *(A) address hard to fill positions; and*

18                        *(B) address competency and skill gaps at*  
19                        *various levels of experience and management*  
20                        *within Flight Standards Service and Aircraft*  
21                        *Certification Service.*

22                *(c) REPORT.—Upon completion of an assessment de-*  
23                *scribed in subsection (a), the Administrator shall submit*  
24                *to the Committee on Transportation and Infrastructure of*  
25                *the House of Representatives and the Committee on Com-*

1 *merce, Science, and Transportation of the Senate a report*  
2 *detailing the following:*

3           (1) *The methodology and findings of the assess-*  
4 *ment described in subsection (a), including an anal-*  
5 *ysis of hiring authorities of the Administration at the*  
6 *time of the assessment, including direct hiring au-*  
7 *thorities, by occupation series for inspector, engineer,*  
8 *and other safety critical positions within Flight*  
9 *Standards Service and Aircraft Certification Service.*

10           (2) *Action based recommendations the Adminis-*  
11 *tration can take to improve—*

12                   (A) *the Aviation Safety Workforce Plan;*

13                   (B) *the skill sets and competencies of in-*  
14 *spectors, engineers, and other safety critical posi-*  
15 *tions at the time of the assessment;*

16                   (C) *competition with industry and other*  
17 *non-aviation sectors for candidates with identi-*  
18 *fied competencies and technical skill sets; and*

19                   (D) *overall hiring and retention of inspec-*  
20 *tors, engineers, and other critical positions.*

21           (3) *Actions Congress can take to improve the re-*  
22 *ruitment, hiring, upskilling, and retention of inspec-*  
23 *tors, engineers, and other safety critical positions in*  
24 *Flight Standards Service and Aircraft Certification*



1        *Service and within other offices of the Administration*  
2        *that support such services.*

3        *(d) SAFETY CRITICAL POSITION DEFINED.—In this*  
4        *section, the term “safety critical position” means—*

5            *(1) an aviation safety inspector, an aviation*  
6            *safety specialist (denoted by the Administration as*  
7            *1801 series), an aviation safety technician, and an*  
8            *operations support position in the Flight Standards*  
9            *Service; and*

10           *(2) a manufacturing safety inspector, a pilots,*  
11           *an engineer, a Chief Scientist Technical Advisor, an*  
12           *aviation safety specialist (denoted by the Administra-*  
13           *tion as 1801 series), a safety technical specialist, and*  
14           *an operational support position in the Aircraft Cer-*  
15           *tification Service.*

16        **SEC. 316. MILITARY AVIATION MAINTENANCE.**

17           *(a) STREAMLINED CERTIFICATION FOR ELIGIBLE*  
18           *MILITARY MAINTENANCE TECHNICIANS.—Not later than 1*  
19           *year after the interagency working group in section 311 of*  
20           *this Act is convened, the Administrator of the Federal Avia-*  
21           *tion Administration shall task such working group with*  
22           *evaluating the appropriateness of revising part 65 of title*  
23           *14, Code of Federal Regulations, to—*

24            *(1) create a mechanic written competency test for*  
25            *eligible military maintenance technicians;*

1           (2) *develop, as necessary, a relevant Airman Cer-*  
2           *tification Standard to qualify eligible military main-*  
3           *tenance technicians for a mechanic certificate issued*  
4           *by the Federal Aviation Administration with an air-*  
5           *frame rating or a powerplant rating, or both; and*

6           (3) *allow a certificate of eligibility from the*  
7           *Joint Services Aviation Maintenance Technician Cer-*  
8           *tification Council (in this section referred to as the*  
9           *“JSAMTCC”) evidencing completion of a training*  
10          *curriculum for any rating sought to serve as a sub-*  
11          *stitute to fulfill the requirement under such part 65*  
12          *for oral and practical tests administered by a des-*  
13          *ignated mechanic examiner for eligible military*  
14          *maintenance technicians.*

15          (b) *FINAL RULE.*—*If the working group finds that re-*  
16          *vising part 65 of title 14, Code of Federal Regulations, as*  
17          *described in section (a) is appropriate, not later than 1*  
18          *year after the finding, the Administrator shall issue a final*  
19          *rule that revises part 65 of title 14, Code of Federal Regula-*  
20          *tions, as described in subsection (a).*

21          (c) *AERONAUTICAL KNOWLEDGE SUBJECT AREAS.*—

22                 (1) *IN GENERAL.*—*The military mechanic writ-*  
23                 *ten competency test and Airman Certification Stand-*  
24                 *ard described in subsection (a)(1) and subsection*  
25                 *(a)(2), respectively, shall focus on the aeronautical*

1        *knowledge subject areas contained in the Aviation Me-*  
2        *chanic General, Airframe, and Powerplant Airman*  
3        *Certificate Standards, as appropriate to the rating*  
4        *sought.*

5            (2) *IDENTIFICATION OF SUBJECT AREAS.—The*  
6        *aeronautical knowledge subject areas described in*  
7        *paragraph (1) shall be identified in consultation with*  
8        *industry stakeholders and the Airman Certification*  
9        *System Working Group.*

10          (d) *EXPANSION OF TESTING LOCATIONS.—The inter-*  
11        *agency working group described in subsection (a) shall de-*  
12        *termine whether an expansion of the number of active test-*  
13        *ing locations operated within military installation testing*  
14        *centers would increase access to testing, as well as how to*  
15        *implement such expansion.*

16          (e) *OUTREACH AND AWARENESS.—The interagency*  
17        *working group described in subsection (a) shall develop a*  
18        *plan to increase outreach and awareness regarding—*

19            (1) *the services made available by the*  
20        *JSAMTCC; and*

21            (2) *the military mechanic written competency*  
22        *test described in subsection (a), if appropriate.*

23          (f) *ELIGIBLE MILITARY MAINTENANCE TECHNICIAN*  
24        *DEFINED.—In this section, the term “eligible military*  
25        *maintenance technician” means an individual who is a*

1 *current or former military aviation maintenance techni-*  
2 *cian who was honorably discharged or has retired from the*  
3 *armed forces (as such term is defined in section 101 of title*  
4 *10, United States Code).*

5 ***Subtitle C—Engaging and***  
6 ***Retaining the Workforce***

7 ***SEC. 321. AIRMAN’S MEDICAL BILL OF RIGHTS.***

8 *(a) IN GENERAL.—*

9 *(1) DEVELOPMENT.—Not later than 1 year after*  
10 *the date of enactment of this Act, the Administrator*  
11 *of the Federal Aviation Administration shall develop*  
12 *a document (in this section referred to as the “Air-*  
13 *man’s Medical Bill of Rights”) detailing the right of*  
14 *an individual before, during, and after a medical*  
15 *exam conducted by an Aviation Medical Examiner.*

16 *(2) CONTENTS.—The Airman’s Medical Bill of*  
17 *Rights required under paragraph (1) shall, at a min-*  
18 *imum, contain information about the right of an in-*  
19 *dividual to—*

20 *(A) bring a trusted companion or request to*  
21 *have a chaperone present for a medical exam;*

22 *(B) terminate an exam at any time and for*  
23 *any reason;*

24 *(C) receive care with respect and recogni-*  
25 *tion of the dignity of the individual;*

1           (D) be assured of privacy and confiden-  
2           tiality;

3           (E) select an Aviation Medical Examiner  
4           without interference;

5           (F) privacy when changing, undressing,  
6           and using the restroom;

7           (G) ask questions about the health status of  
8           the individual or any suggested treatments or  
9           evaluations, and to have such questions fully an-  
10          swered;

11          (H) report an incident of misconduct by an  
12          Aviation Medical Examiner to the appropriate  
13          authorities, including to the State licensing  
14          board of the Aviation Medical Examiner or the  
15          Federal Aviation Administration;

16          (I) report to the Administrator an allega-  
17          tion regarding alleged Aviation Medical Exam-  
18          iner misconduct without fear of retaliation or  
19          negative action relating to an airman certificate  
20          of the individual; and

21          (J) be advised of any known conflicts of in-  
22          terest an Aviation Medical Examiner may have  
23          with respect to the care of the individual.

1           (3) *PUBLIC AVAILABILITY.*—*The Airman’s Med-*  
2           *ical Bill of Rights required under paragraph (1) shall*  
3           *be—*

4                   (A) *made available to, and acknowledged*  
5                   *by, an individual in the MedXpress system;*

6                   (B) *made available in a hard-copy format*  
7                   *by an Aviation Medical Examiner at the time of*  
8                   *exam upon request by an individual; and*

9                   (C) *displayed in a common space in the of-*  
10                  *fice of the Aviation Medical Examiner.*

11          (b) *EXPECTATIONS FOR MEDICAL EXAMINATIONS.*—

12               (1) *IN GENERAL.*—*Not later than 1 year after*  
13               *the date of enactment of this Act, the Administrator*  
14               *shall develop a simplified document explaining the*  
15               *standard procedures performed during a medical ex-*  
16               *amination conducted by an Aviation Medical Exam-*  
17               *iner.*

18               (2) *PUBLIC AVAILABILITY.*—*The document re-*  
19               *quired under paragraph (1) shall be—*

20                   (A) *made available to, and acknowledged*  
21                   *by, an individual in the MedXpress system;*

22                   (B) *made available in a hard-copy format*  
23                   *by an Aviation Medical Examiner at the time of*  
24                   *exam upon request by an individual; and*

1                   (C) displayed in a common space in the of-  
2                   fice of the Aviation Medical Examiner.

3 **SEC. 322. IMPROVED DESIGNEE MISCONDUCT REPORTING**

4                   **PROCESS.**

5           (a) *IMPROVED DESIGNEE MISCONDUCT REPORTING*  
6 *PROCESS.*—

7           (1) *IN GENERAL.*—Not later than 1 year after  
8           the date of enactment of this Act, the Administrator  
9           of the Federal Aviation Administration shall establish  
10           a streamlined process for individuals involved in in-  
11           cidents of alleged misconduct by a designee to report  
12           such incidents in a manner that protects the privacy  
13           and confidentiality of such individuals.

14           (2) *PUBLIC ACCESS TO REPORTING PROCESS.*—  
15           The process for reporting alleged misconduct by a des-  
16           ignee shall be made available to the public on the  
17           website of the Administration, including—

18                   (A) the designee locator search webpage; and

19                   (B) the webpage of the Office of Audit and  
20                   Evaluation of the Federal Aviation Administra-  
21                   tion.

22           (3) *OBLIGATION TO REPORT CRIMINAL*  
23 *CHARGES.*—Not later than 90 days after the date of  
24           enactment of this Act, the Administrator shall revise  
25           the orders and policies governing the Designee Man-

1        *agement System to clarify that designees are obligated*  
2        *to report any arrest, indictment, or conviction for*  
3        *violation of a local, State, or Federal law within a*  
4        *period of time specified by the Administrator.*

5                *(4) AUDIT OF REPORTING PROCESS BY INSPEC-*  
6        *TOR GENERAL.—*

7                *(A) IN GENERAL.—Not later than 3 years*  
8        *after the date on which the Administrator final-*  
9        *izes the update of the reporting process under*  
10        *paragraph (1), the inspector general of the De-*  
11        *partment of Transportation shall conduct an*  
12        *audit of such reporting process.*

13                *(B) CONTENTS.—In conducting the audit of*  
14        *the reporting process described in subparagraph*  
15        *(A), the inspector general shall, at a minimum—*

16                        *(i) review the efforts of the Administra-*  
17                        *tion to improve the reporting process and*  
18                        *solutions developed to respond to and inves-*  
19                        *tigate allegations of misconduct;*

20                        *(ii) analyze reports of misconduct*  
21                        *brought to the Administrator prior to any*  
22                        *changes made to the reporting process as a*  
23                        *result of the enactment of this Act, includ-*  
24                        *ing the ultimate outcomes of those reports*  
25                        *and whether any reports resulted in the Ad-*



1           *administrator taking action against the ac-*  
2           *cused designee;*

3                   *(iii) determine whether the reporting*  
4           *process results in appropriate action, in-*  
5           *cluding reviewing, investigating, and clos-*  
6           *ing out reports; and*

7                   *(iv) if applicable, make recommenda-*  
8           *tions to improve the reporting process.*

9           (C) *REPORT.*—*Not later than 1 year after*  
10          *the date of initiation of the audit described in*  
11          *subparagraph (A), the inspector general shall*  
12          *submit to the Committee on Transportation and*  
13          *Infrastructure of the House of Representatives*  
14          *and the Committee on Commerce, Science, and*  
15          *Transportation of the Senate a report on the re-*  
16          *sults of such audit, including findings and rec-*  
17          *ommendations.*

18          (b) *DESIGNEE DEFINED.*—*In this section, the term*  
19          *“designee” means an individual who has been designated*  
20          *to act as a representative of the Administrator as—*

21                   (1) *an Aviation Medical Examiner (as described*  
22          *in section 183.21 of title 14, Code of Federal Regula-*  
23          *tions);*

24                   (2) *a pilot examiner (as described in section*  
25          *183.23 of such title); or*

1           (3) a technical personnel examiner (as described  
2           in section 183.25 of such title).

3 **SEC. 323. REPORT ON SAFE UNIFORM OPTIONS FOR CER-**  
4                                   **TAIN AVIATION EMPLOYEES.**

5           (a) *IN GENERAL.*—The Administrator of the Federal  
6 *Aviation Administration shall conduct a review to deter-*  
7 *mine whether air carriers operating under part 121 of title*  
8 *14, Code of Federal Regulations, and repair stations certifi-*  
9 *cated under part 145 of such title have in place uniform*  
10 *policies and uniform offerings that ensure pregnant employ-*  
11 *ees can perform required duties safely.*

12           (b) *CONSULTATION.*—In conducting the review re-  
13 *quired under subsection (a), the Administrator shall consult*  
14 *with air carriers and repair stations described in subsection*  
15 *(a) and employees of such air carriers and such stations*  
16 *who are required to adhere to a uniform policy.*

17           (c) *BRIEFING.*—Not later than 2 years after the date  
18 *of enactment of this Act, the Administrator shall brief the*  
19 *Committee on Transportation and Infrastructure of the*  
20 *House of Representatives and the Committee on Commerce,*  
21 *Science, and Transportation of the Senate on the results*  
22 *of the review required under subsection (a).*

1 **SEC. 324. EXTENSION OF SAMYA ROSE STUMO NATIONAL**  
2 **AIR GRANT FELLOWSHIP PROGRAM.**

3 *Section 131(d) of the Aircraft Certification, Safety,*  
4 *and Accountability Act (49 U.S.C. 40101 note) is amended*  
5 *by striking “fiscal years 2021 through 2025” and inserting*  
6 *“fiscal years 2023 through 2028”.*

7 **SEC. 325. PROMOTION OF CIVIL AERONAUTICS AND SAFETY**  
8 **OF AIR COMMERCE.**

9 *Section 40104 of title 49, United States Code, is*  
10 *amended—*

11 *(1) in subsection (a) by striking “In carrying*  
12 *out” and all that follows through “other interested or-*  
13 *ganizations.”;*

14 *(2) by redesignating subsection (d) as subsection*  
15 *(e);*

16 *(3) by redesignating subsection (b) as subsection*  
17 *(d); and*

18 *(4) by redesignating subsection (c) as subsection*  
19 *(b) and reordering the subsections accordingly.*

20 **SEC. 326. EDUCATIONAL AND PROFESSIONAL DEVELOP-**  
21 **MENT.**

22 *Section 40104 of title 49, United States Code, is fur-*  
23 *ther amended by inserting after subsection (b) (as redesi-*  
24 *gnated by section 325) the following:*

25 *“(c) EDUCATIONAL AND PROFESSIONAL DEVELOP-*  
26 *MENT.—*

1           “(1) *IN GENERAL.*—*In carrying out subsection*  
2           *(a), the Administrator shall support and undertake*  
3           *efforts, including through the National Center for the*  
4           *Advancement of Aerospace, to promote and support*  
5           *the education of current and future aerospace profes-*  
6           *sionals.*

7           “(2) *EDUCATION MATERIALS.*—*Based on the*  
8           *availability of resources, the Administrator shall dis-*  
9           *tribute civil aviation information, and educational*  
10           *materials, and provide expertise to State and local*  
11           *school administrators, college and university officials,*  
12           *and officers of other interested organizations and enti-*  
13           *ties.*

14           “(3) *SUPPORT FOR PROFESSIONAL DEVELOP-*  
15           *MENT AND CONTINUING EDUCATION.*—*To the extent a*  
16           *nonprofit organization, association, industry group,*  
17           *educational institution, collective bargaining unit,*  
18           *governmental organization, or other entity that orga-*  
19           *nizes or hosts a lecture, conference, convention, meet-*  
20           *ing, round table, or any other type of program with*  
21           *the purpose of sharing educational information re-*  
22           *lated to aerospace with a broad audience, the Admin-*  
23           *istrator shall—*

1           “(A) strongly consider accepting an invita-  
2           tion to attend, present, and contribute to content  
3           generation; and

4           “(B) make efforts to share information each  
5           year, putting a particular emphasis on reaching  
6           audiences consisting of representatives of the Ad-  
7           ministrator and entities regulated entities by the  
8           Administrator.

9           “(4) CONTENT.—In planning for the opportuni-  
10          ties under paragraph (3), the Administrator shall  
11          maintain presentations and content covering topics of  
12          broad relevance, including—

13                 “(A) ethical decision-making and the re-  
14                 sponsibilities of aerospace professionals;

15                 “(B) managing a workforce, encouraging  
16                 proper reporting of prospective safety issues, and  
17                 educating employees on safety management sys-  
18                 tems; and

19                 “(C) responsibilities as a designee or rep-  
20                 resentative of the Administrator.”.

21 **SEC. 327. HUMAN FACTORS PROFESSIONALS.**

22           *The Administrator of the Federal Aviation Adminis-*  
23 *tration shall establish a new work code for human factors*  
24 *professionals who—*

1           (1) *perform work involving the design and test-*  
2           *ing of technologies, processes, and systems which re-*  
3           *quire effective and safe human performance;*

4           (2) *generate and apply theories, principles, prac-*  
5           *tical concepts, systems, and processes related to the*  
6           *design and testing of technologies, systems, and train-*  
7           *ing programs to support and evaluate human per-*  
8           *formance in work contexts; and*

9           (3) *meet education or experience requirements as*  
10          *determined by the Administrator.*

11 **SEC. 328. AEROMEDICAL INNOVATION AND MODERNIZA-**  
12                                   **TION WORKING GROUP.**

13          (a) *ESTABLISHMENT.*—*Not later than 180 days after*  
14          *the date of enactment of this Act, the Administrator of the*  
15          *Federal Aviation Administration shall establish a working*  
16          *group (in this section referred to as the “working group”)*  
17          *to review the medical processes, policies, and procedures of*  
18          *the Administration and to make recommendations to the*  
19          *Administrator on modernizing such processes, policies, and*  
20          *procedures to ensure timely and efficient certification of*  
21          *airmen.*

22          (b) *MEMBERSHIP.*—

23                 (1) *IN GENERAL.*—*The working group shall con-*  
24                 *sist of—*

1           (A) 2 co-chairs described in paragraph (2);

2           and

3           (B) not less than 15 individuals appointed  
4           by the Administrator, each of whom shall have  
5           knowledge or a background in aerospace medi-  
6           cine, psychology, neurology, cardiology, or inter-  
7           nal medicine.

8           (2) CO-CHAIRS.—The working group shall be co-  
9           chaired by—

10           (A) the Federal Air Surgeon of the Federal  
11           Aviation Administration; and

12           (B) a member described under paragraph  
13           (1)(A) to be selected by members of the working  
14           group.

15           (3) PREFERENCE.—The Administrator, in ap-  
16           pointing members pursuant to paragraph (1)(B),  
17           shall give preference to—

18           (A) Aviation Medical Examiners (as de-  
19           scribed in section 183.21 of title 14, Code of Fed-  
20           eral Regulations);

21           (B) licensed medical physicians;

22           (C) practitioners holding a pilot certificate;

23           (D) individuals having demonstrated re-  
24           search and expertise in aeromedical research or  
25           sciences; and

1                   (E) representatives of organizations with  
2                   memberships affected by the medical processes,  
3                   policies, and procedures of the Administration.

4           (c) *ACTIVITIES*.—In reviewing the aeromedical deci-  
5 sion-making processes, policies, and procedures of the Ad-  
6 ministration in accordance with subsection (a), the working  
7 group, at a minimum, shall—

8                   (1) assess the medical conditions an Aviation  
9                   Medical Examiner may issue a medical certificate di-  
10                  rectly to an individual;

11                  (2) determine the appropriateness of expanding  
12                  the list of such medical conditions;

13                  (3) assess the special issuance process;

14                  (4) determine whether the renewal of a special  
15                  issuance can be based on a medical evaluation and  
16                  treatment plan by the treating medical specialist of  
17                  the individual with concurrence from an Aviation  
18                  Medical Examiner;

19                  (5) evaluate advancements in technologies to ad-  
20                  dress forms of red-green color blindness;

21                  (6) determine whether such technologies may be  
22                  approved for use by airmen;

23                  (7) review policies and guidance relating to At-  
24                  tention-Deficit Hyperactivity Disorder and Attention  
25                  Deficit Disorder;



1           (8) *evaluate whether medications used to treat*  
2 *such disorders may be safely prescribed to an airman;*

3           (9) *review protocols pertaining to the Human*  
4 *Intervention Motivation Study of the Federal Avia-*  
5 *tion Administration;*

6           (10) *review protocols and policies relating to—*

7                 (A) *neurological disorders; and*

8                 (B) *cardiovascular conditions to ensure*  
9 *alignment with medical best practices, latest re-*  
10 *search;*

11          (11) *review mental health protocols, including*  
12 *mental health conditions such as depression and anx-*  
13 *xiety;*

14          (12) *evaluate medications approved for treating*  
15 *such mental health conditions;*

16          (13) *assess processes and protocols pertaining to*  
17 *recertification of an airman receiving disability in-*  
18 *surance post-recovery from the medical condition, in-*  
19 *jury, or disability that precludes an airman from ex-*  
20 *ercising the privileges of an airman certificate; and*

21          (14) *assess processes and protocols pertaining to*  
22 *the certification of veterans reporting a disability rat-*  
23 *ing from the Department of Veterans Affairs.*

24          (d) *PILOT MENTAL HEALTH TASK GROUP.—*

1           (1) *ESTABLISHMENT.*—Not later than 120 days  
2 after the working group pursuant to subsection (a) is  
3 established, the co-chairs of such working groups shall  
4 establish a pilot mental health task group (referred to  
5 in this subsection as the “task group”) to develop and  
6 provide recommendations related to supporting the  
7 mental health of aircraft pilots.

8           (2) *COMPOSITION.*—The co-chairs of such work-  
9 ing group shall appoint—

10                   (A) a Chair of the task group; and

11                   (B) members of the task group from among  
12 the members of the working group appointed by  
13 the Administrator under subsection (b)(1).

14           (3) *DUTIES.*—The duties of the task group shall  
15 include—

16                   (A) carrying out the activities described in  
17 subsection (c)(11) and subsection (c)(12);

18                   (B) reviewing and evaluating guidance  
19 issued by the International Civil Aviation Orga-  
20 nization on pilot mental health; and

21                   (C) providing recommendations for—

22                           (i) best practices for detecting, assess-  
23 ing, and reporting mental health conditions  
24 and treatment options as part of pilot  
25 aeromedical assessments;

1                   (ii) improving the training of aviation  
2                   medical examiners to identify mental health  
3                   conditions among pilots, including guidance  
4                   on referrals to a mental health provider or  
5                   other aeromedical resource;

6                   (iii) expanding and improving mental  
7                   health outreach, education, and assistance  
8                   programs for pilots; and

9                   (iv) reducing the stigma of assistance  
10                  for mental health in the aviation industry.

11               (4) *REPORT.*—Not later than 2 years after the  
12               date of the establishment of the task group, the task  
13               group shall submit to the Secretary, the Committee on  
14               Transportation and Infrastructure of the House of  
15               Representatives, and the Committee on Commerce,  
16               Science, and Transportation of the Senate a report  
17               detailing—

18                   (A) the results of the review and evaluation  
19                   under paragraph (3)(A); and

20                   (B) recommendations developed pursuant to  
21                   paragraph (3)(C).

22               (d) *SUPPORT.*—The Administrator shall seek to enter  
23               into one or more agreements with the National Academies  
24               to support the activities of the working group described in  
25               subsection (c).

1       (e) *FINDINGS; RECOMMENDATIONS.*—

2             (1) *FINDINGS.*—*The working group shall report*  
3 *annually to the Administrator, the Committee on*  
4 *Transportation and Infrastructure of the House of*  
5 *Representatives, and the Committee on Commerce,*  
6 *Science, and Transportation of the Senate on findings*  
7 *resulting from the activities carried out pursuant to*  
8 *subsection (c).*

9             (2) *RECOMMENDATIONS.*—*Findings reported*  
10 *pursuant to paragraph (1) shall be accompanied by*  
11 *recommendations for regulatory, policy, or legislative*  
12 *action to improve or modernize the medical certifi-*  
13 *cation and aeromedical processes, procedures, and*  
14 *policies of the Administration.*

15       (f) *IMPLEMENTATION.*—*The Administrator shall im-*  
16 *plement, as appropriate, the recommendations of the work-*  
17 *ing group.*

18       (g) *SUNSET.*—*The working group shall terminate on*  
19 *September 30, 2028.*

20 **SEC. 329. FRONTLINE MANAGER WORKLOAD STUDY.**

21       (a) *IN GENERAL.*—*Not later than 2 years after the*  
22 *date of enactment of this Act, the Chief Operating Officer*  
23 *of the Air Traffic Organization of the Federal Aviation Ad-*  
24 *ministration shall conduct a study on frontline manager*  
25 *workload challenges in air traffic control facilities.*

1       (b) *CONSIDERATIONS.*—*In conducting the study re-*  
2 *quired under subsection (a), the Chief Operating Officer*  
3 *may—*

4           (1) *consider—*

5               (A) *workload challenges including—*

6                   (i) *the managerial tasks expected to be*  
7 *performed by frontline managers, including*  
8 *employee development, management, and*  
9 *counseling;*

10                  (ii) *the number of supervisory posi-*  
11 *tions of operations requiring watch coverage*  
12 *in each air traffic control facility;*

13                  (iii) *the complexity of traffic and man-*  
14 *agerial responsibilities; and*

15                  (iv) *proficiency and training require-*  
16 *ments;*

17               (B) *facility type;*

18               (C) *facility staffing levels; and*

19               (D) *any other factors as the Chief Oper-*  
20 *ating Officer considers appropriate; and*

21           (2) *describe recommendations for updates to the*  
22 *Frontline Manager’s Quick Reference Guide that re-*  
23 *fect current operational standards.*

24       (c) *BRIEFING.*—*Not later than 3 years after the date*  
25 *of enactment of this Act, the Chief Operating Officer shall*

1 *brief the Committee on Transportation and Infrastructure*  
2 *of the House of Representatives and the Committee on Com-*  
3 *merce, Science, and Transportation of the Senate on the*  
4 *results of the study conducted under subsection (a).*

5 **SEC. 330. AGE STANDARDS FOR PILOTS.**

6 *Section 44729 of title 49, United States Code, is*  
7 *amended—*

8 *(1) in subsection (a)—*

9 *(A) by striking “Subject to the limitation in*  
10 *subsection (c), a” and inserting “A”; and*

11 *(B) by striking “65” and inserting “67”;*

12 *(2) in subsection (b)(1) by striking “; or” and*  
13 *inserting “, unless the operation takes place in air-*  
14 *space where such operations are not permitted; or”;*

15 *(3) by striking subsection (c) and redesignating*  
16 *subsections (d) through (h) as subsections (c) through*  
17 *(g), respectively;*

18 *(4) in subsection (c), as so redesignated—*

19 *(A) in the heading by striking “60” and in-*  
20 *serting “65”;*

21 *(B) by striking “the date of enactment of*  
22 *this section,” and inserting “the date of enact-*  
23 *ment of the Securing Growth and Robust Lead-*  
24 *ership in American Aviation Act,”;*

1           (C) by striking “section 121.383(c)” and in-  
2           serting “subsections (d) and (e) of section  
3           121.383”; and

4           (D) by inserting “(or any successor regula-  
5           tions)” after “Regulations”;

6           (5) in subsection (d), as so redesignated—

7           (A) by striking paragraph (1) and inserting  
8           the following:

9           “(1) *RETROACTIVITY.*—A person who has at-  
10          tained 65 years of age on or before the date of enact-  
11          ment of the *Securing Growth and Robust Leadership*  
12          *in American Aviation Act* may return to service as  
13          a pilot for an air carrier engaged in covered oper-  
14          ations.”; and

15          (B) in paragraph (2) by striking “section,  
16          taken in conformance with a regulation issued to  
17          carry out this section, or taken prior to the date  
18          of enactment of this section in conformance with  
19          section 121.383(c) of title 14, Code of Federal  
20          Regulations (as in effect before such date of en-  
21          actment), may” and inserting “section or taken  
22          in conformance with a regulation issued to carry  
23          out this section, may”; and

24          (6) by adding at the end the following:

1       “(h) *SAVINGS CLAUSE.*—An air carrier engaged in  
2 covered operations described in subsection (b)(1) on or after  
3 the date of enactment of the Securing Growth and Robust  
4 Leadership in American Aviation Act may not require em-  
5 ployed pilots to serve in such covered operations after at-  
6 taining 65 years of age.”.

7                               **TITLE IV—AIRPORT**  
8                               **INFRASTRUCTURE**  
9       **Subtitle A—Airport Improvement**  
10                              **Program Modifications**

11 **SEC. 401. AIP DEFINITIONS.**

12       (a) *IN GENERAL.*—Section 47102 of title 49, United  
13 States Code, is amended—

14               (1) by striking paragraph (1) and inserting the  
15 following:

16                       “(1) ‘air carrier’ has the meaning given the term  
17 in section 40102.”;

18               (2) in paragraph (3)—

19                       (A) in subparagraph (A)—

20                               (i) in clause (i) by striking “and” at  
21 the end;

22                               (ii) in clause (ii) by striking the pe-  
23 riod at the end and inserting “; and”; and

24                               (iii) by adding at the end the fol-  
25 lowing:



1                   “(iii) a secondary runway at a nonhub  
2                   airport that is equivalent in size and type  
3                   to the primary runway of such airport.”;

4                   (B) in subparagraph (B)(iii) by inserting  
5                   “and fuel infrastructure” after “surveillance  
6                   equipment”;

7                   (C) in subparagraph (E) by striking “after  
8                   December 31, 1991,”;

9                   (D) in subparagraph (K) by striking “if the  
10                  airport is located in an air quality nonattain-  
11                  ment or maintenance area (as defined in sections  
12                  171(2) and 175A of the Clean Air Act (42 U.S.C.  
13                  7501(2); 7505a)) and if the airport would be  
14                  able to receive emission credits, as described in  
15                  section 47139”;

16                  (E) in subparagraph (L) by striking “the  
17                  airport is located in an air quality nonattain-  
18                  ment or maintenance area (as defined in sections  
19                  171(2) and 175A of the Clean Air Act (42 U.S.C.  
20                  7501(2); 7505a)), if the airport would be able to  
21                  receive appropriate emission credits (as described  
22                  in section 47139), and”;

23                  (F) in subparagraph (P) by striking “im-  
24                  prove the reliability and efficiency of the air-  
25                  port’s power supply” and inserting “improve re-

1           *liability and efficiency of the airport’s power*  
2           *supply or meet current and future electrical*  
3           *power demand”;* and

4                     (G) *by adding at the end the following:*

5                     “(S) *construction or renovation of childcare*  
6           *facilities for the exclusive use of airport employ-*  
7           *ees or other individuals who work on airport*  
8           *property, including for air carriers and airport*  
9           *concessionaires.*

10                    “(T) *advanced digital construction manage-*  
11           *ment systems and related technology used in the*  
12           *planning, design and engineering, construction,*  
13           *operations, and maintenance of airport facilities.*

14                    “(U) *an improvement of any runway, taxi-*  
15           *way, or apron that would be necessary to sustain*  
16           *commercial service flight operations or permit*  
17           *the resumption of flight operations under visual*  
18           *flight rules following a natural disaster at—*

19                             “(i) *a primary airport; or*

20                             “(ii) *a general aviation airport that is*  
21           *designated as a Federal staging area by the*  
22           *Administrator of the Federal Emergency*  
23           *Management Agency.*

24                    “(V) *any other activity that the Secretary*  
25           *concludes will reasonably improve or contribute*

1           to the maintenance of the safety, efficiency, or  
2           capacity of the airport.”;

3           (3) in paragraph (5) by inserting after subpara-  
4           graph (C) the following:

5                   “(D) assessing current and future electrical  
6                   power demand.”;

7           (4) by redesignating paragraphs (9), (10), (11),  
8           (12), (13), (14), (15), (16), (17), (18), (19), (20), (21),  
9           (22), (23), (24), (25), (26), (27), and (28) as para-  
10          graphs (10), (11), (12), (13), (14), (15), (16), (17),  
11          (18), (19), (20), (21), (22), (23), (24), (25), (26), (27),  
12          (28), and (29), respectively;

13          (5) by inserting after paragraph (8) the fol-  
14          lowing:

15                   “(9) ‘heliport’—

16                           “(A) means an area of land, water, or  
17                           structure used or intended to be used for the  
18                           landing or takeoff of aircraft capable of vertical  
19                           takeoff and landing profiles; and

20                           “(B) includes a vertiport.”;

21          (6) in paragraph (28) (as so redesignated) by  
22          striking “the Trust Territory of the Pacific Islands,”;

23          (7) in paragraph (29)(B) (as so redesignated) by  
24          striking “described in section 47119(a)(1)(B)” and  
25          inserting “for moving passengers and baggage between

1        *terminal facilities and between terminal facilities and*  
2        *aircraft”*; and

3                (8) *by adding at the end the following:*

4                “(30) ‘vertiport’ means an area of land, water,  
5        *or structure used or intended to be used for the land-*  
6        *ing or takeoff of powered-lift aircraft capable of*  
7        *vertical takeoff and landing profiles.”.*

8        (b) *CONFORMING AMENDMENT.*—Section 47127(a) of  
9        *title 49, United States Code, is amended by striking “air*  
10        *carrier airport” and inserting “commercial service air-*  
11        *port”.*

12        **SEC. 402. REVENUE DIVERSION PENALTY ENHANCEMENT.**

13        (a) *IN GENERAL.*—Section 47107 of title 49, United  
14        *States Code, is amended—*

15                (1) *in subsection (m)(4) by striking “an amount*  
16        *equal to” and inserting “an amount equal to double”;*  
17        *and*

18                (2) *in subsection (n)(1) by striking “an amount*  
19        *equal to” and inserting “an amount equal to double”.*

20        (b) *APPLICABILITY.*—*The amendments made by sub-*  
21        *section (a) shall not apply to any illegal diversion of air-*  
22        *port revenues (as described in section 47107(m) of title 49,*  
23        *United States Code) that occurred prior to the date of enact-*  
24        *ment of this Act.*

1 **SEC. 403. EXTENSION OF COMPETITIVE ACCESS REPORT**  
2 **REQUIREMENT.**

3 *Section 47107(r)(3) of title 49, United States Code, is*  
4 *amended by striking “2023” and inserting “2028”.*

5 **SEC. 404. RENEWAL OF CERTAIN LEASES.**

6 *Section 47107(t)(2) of title 49, United States Code, is*  
7 *amended—*

8 *(1) in subparagraph (A) by striking “the date of*  
9 *enactment of this subsection” and inserting “October*  
10 *7, 2016”; and*

11 *(2) by striking subparagraph (D) and inserting*  
12 *the following:*

13 *“(D) that—*

14 *“(i) supports the operation of military*  
15 *aircraft by the Air Force or Air National*  
16 *Guard—*

17 *“(I) at the airport; or*

18 *“(II) remotely from the airport;*

19 *or*

20 *“(ii) is for the use of nonaeronautical*  
21 *land or facilities of the airport by the Na-*  
22 *tional Guard.”.*

23 **SEC. 405. COMMUNITY USE OF AIRPORT LAND.**

24 *Section 47107(v) of title 49, United States Code, is*  
25 *amended to read as follows:*

26 *“(v) COMMUNITY USE OF AIRPORT LAND.—*

1           “(1) *IN GENERAL.*—*Notwithstanding subsections*  
2           *(a)(13), (b), and (c), and subject to paragraph (2),*  
3           *the sponsor of a public-use airport shall not be con-*  
4           *sidered to be in violation of this subtitle, or to be*  
5           *found in violation of a grant assurance made under*  
6           *this section, or under any other provision of law, as*  
7           *a condition for the receipt of Federal financial assist-*  
8           *ance for airport development, solely because the spon-*  
9           *sor has—*

10                   “(A) *entered into an agreement, including a*  
11                   *revised agreement, with a local government pro-*  
12                   *viding for the use of airport property for an in-*  
13                   *terim compatible recreational purpose at below*  
14                   *fair market value; or*

15                   “(B) *permanently restricted the use of air-*  
16                   *port property to compatible recreational and*  
17                   *public park use without paying or otherwise ob-*  
18                   *taining payment of fair market value for the*  
19                   *property.*

20           “(2) *RESTRICTIONS.*—

21                   “(A) *INTERIM COMPATIBLE RECREATIONAL*  
22                   *PURPOSE.*—*Paragraph (1) shall apply, with re-*  
23                   *spect to a sponsor that has taken the action de-*  
24                   *scribed in subparagraph (A) of such paragraph,*  
25                   *only—*

1           “(i) to an agreement regarding airport  
2           property that was initially entered into be-  
3           fore the publication of the *Federal Aviation*  
4           *Administration’s Policy and Procedures*  
5           *Concerning the Use of Airport Revenue,*  
6           *dated February 16, 1999;*

7           “(ii) if the agreement between the  
8           sponsor and the local government is subor-  
9           dinate to any existing or future agreements  
10          between the sponsor and the Secretary, in-  
11          cluding agreements related to a grant assur-  
12          ance under this section;

13          “(iii) to airport property that was ac-  
14          quired under a Federal airport development  
15          grant program;

16          “(iv) if the airport sponsor has pro-  
17          vided a written statement to the Adminis-  
18          trator that the property made available for  
19          a recreational purpose will not be needed  
20          for any aeronautical purpose during the  
21          next 10 years;

22          “(v) if the agreement includes a term  
23          of not more than 2 years to prepare the air-  
24          port property for the interim compatible

1           *recreational purpose and not more than 10*  
2           *years of use for that purpose;*

3           “(vi) *if the recreational purpose will*  
4           *not impact the aeronautical use of the air-*  
5           *port;*

6           “(vii) *if the airport sponsor provides a*  
7           *certification that the sponsor is not respon-*  
8           *sible for preparation, startup, operations,*  
9           *maintenance, or any other costs associated*  
10          *with the recreational purpose; and*

11          “(viii) *if the recreational purpose is*  
12          *consistent with Federal land use compat-*  
13          *ibility criteria under section 47502.*

14          “(B) *PERMANENT RECREATIONAL USE.—*  
15          *Paragraph (1) shall apply, with respect to a*  
16          *sponsor that has taken the action described in*  
17          *subparagraph (B) of such paragraph, only—*

18                 “(i) *to airport property that was pur-*  
19                 *chased using funds from a Federal grant for*  
20                 *acquiring land issued prior to December 30,*  
21                 *1987;*

22                 “(ii) *to airport property that has been*  
23                 *continuously used as a recreational and*  
24                 *public park since January 1, 1995;*



1           “(iii) if the airport sponsor has pro-  
2           vided a written statement to the Adminis-  
3           trator that the property to be permanently  
4           restricted for recreational and public park  
5           use is not needed for any aeronautical use  
6           at the time the written statement is pro-  
7           vided and is not expected to be needed for  
8           any aeronautical use at any time after such  
9           statement is provided;

10           “(iv) if the recreational and public  
11           park use does not impact the aeronautical  
12           use of the airport;

13           “(v) if the airport sponsor provides a  
14           certification that the sponsor is not respon-  
15           sible for operations, maintenance, or any  
16           other costs associated with the recreational  
17           and public park use;

18           “(vi) if the recreational purpose is con-  
19           sistent with Federal land use compatibility  
20           criteria under section 47502;

21           “(vii) if, in the event the airport spon-  
22           sor leases the property, the lease will be to  
23           a local government entity or nonprofit enti-  
24           ty to operate and maintain the property at  
25           no cost the airport sponsor; and

1                   “(viii) if, in the event the airport spon-  
2                   sor sells the property, the sale will be to a  
3                   local government entity and subject to a  
4                   permanent deed restriction ensuring com-  
5                   patible airport use under regulations issued  
6                   pursuant to section 47502.

7                   “(3) *REVENUE FROM CERTAIN SALES OF AIR-*  
8                   *PORT PROPERTY.*—Notwithstanding any other provi-  
9                   sion of law, an airport sponsor selling a portion of  
10                  airport property as described in paragraph  
11                  (2)(B)(viii)(II) may—

12                   “(A) sell such portion of airport property  
13                   for less than fair market value; and

14                   “(B) subject to the requirements of sub-  
15                   section (b), retain the revenue from the sale of  
16                   such portion of airport property.

17                   “(4) *STATUTORY CONSTRUCTION.*—Nothing in  
18                   this subsection may be construed as permitting a di-  
19                   version of airport revenue for the capital or operating  
20                   costs associated with the community use of airport  
21                   land.”.

22 **SEC. 406. PRICE ADJUSTMENT PROVISIONS.**

23                   Section 47108 of title 49, United States Code, is  
24                   amended—

1           (1) *in subsection (a) by striking “47114(d)(3)(A)*  
2 *of this title” and inserting “47114(d)(2)(A)”;*

3           (2) *by striking subsection (b) and inserting the*  
4 *following:*

5           “(b) *INCREASING GOVERNMENT SHARE.—*

6           “(1) *IN GENERAL.—Except as provided in para-*  
7 *graph (2) or (3), the amount stated in an offer as the*  
8 *maximum amount the Government will pay may not*  
9 *be increased when the offer has been accepted in writ-*  
10 *ing.*

11           “(2) *EXCEPTION.—For a project receiving assist-*  
12 *ance under a grant approved under this chapter or*  
13 *chapter 475, the amount may be increased—*

14           “(A) *for an airport development project, by*  
15 *not more than 15 percent; and*

16           “(B) *to acquire an interest in land for an*  
17 *airport (except a primary airport), by not more*  
18 *than the greater of the following, based on cur-*  
19 *rent creditable appraisals or a court award in a*  
20 *condemnation proceeding:*

21           “(i) *15 percent; or*

22           “(ii) *25 percent of the total increase in*  
23 *allowable project costs attributable to ac-*  
24 *quiring an interest in land.*

25           “(3) *PRICE ADJUSTMENT PROVISIONS.—*

1           “(A) *IN GENERAL.*—*The Secretary may in-*  
2           *corporate a provision in a project grant agree-*  
3           *ment under which the Secretary agrees to pay*  
4           *more than the maximum amount otherwise spec-*  
5           *ified in the agreement if the Secretary finds that*  
6           *commodity or labor prices have increased since*  
7           *the agreement was made.*

8           “(B) *DECREASE IN COSTS.*—*A provision in-*  
9           *corporated in a project grant agreement under*  
10           *this paragraph shall ensure that the Secretary*  
11           *realizes any financial benefit associated with a*  
12           *decrease in material or labor costs for the*  
13           *project.”;*

14           (3) *by striking subsection (c); and*

15           (4) *by redesignating subsections (d) and (e) as*  
16           *subsections (c) and (d), respectively.*

17 **SEC. 407. ALLOWABLE PROJECT COSTS AND LETTERS OF**  
18           **INTENT.**

19           *Section 47110 of title 49, United States Code, is*  
20           *amended—*

21           (1) *in subsection (c)—*

22                   (A) *in the matter preceding paragraph (1)*  
23           *by striking “after May 13, 1946, and”; and*

24                   (B) *in paragraph (1)—*

1                   (i) by inserting “or preparing for”  
2                   after “formulating”; and

3                   (ii) by inserting “utility relocation,  
4                   work site preparation,” before “and admin-  
5                   istration”;

6                   (2) in subsection (d)(1) by striking “section  
7                   47114(c)(1) or 47114(d)” and inserting “section  
8                   47114 or distributed from the small airport fund  
9                   under section 47116”;

10                  (3) in subsection (e)(2)(C) by striking “commer-  
11                  cial service airport having at least 0.25 percent of the  
12                  boardings each year at all such airports” and insert-  
13                  ing “medium hub airport or large hub airport”;

14                  (4) in subsection (h) by striking “section  
15                  47114(d)(3)(A)” and inserting “section  
16                  47114(c)(1)(D) or section 47114(d)(2)(A)”;

17                  (5) by striking subsection (i).

18 **SEC. 408. SMALL AIRPORT LETTERS OF INTENT.**

19                  (a) *IN GENERAL.*—Section 47110 of title 49, United  
20 States Code, is further amended by adding at the end the  
21 following:

22                  “(i) *SMALL AIRPORT LETTERS OF INTENT.*—

23                         “(1) *IN GENERAL.*—The Secretary may issue a  
24 letter of intent to a sponsor stating an intention to  
25 obligate an amount from future budget authority for

1     *an airport development project (including costs of for-*  
2     *mulating the project) at a nonhub airport or an air-*  
3     *port that is not a primary airport. The letter shall*  
4     *establish a schedule under which the Secretary will*  
5     *reimburse the sponsor for the Government's share of*  
6     *allowable project costs, as amounts become available,*  
7     *if the sponsor, after the Secretary issues the letter,*  
8     *carries out the project without receiving amounts*  
9     *under this subchapter.*

10           “(2) *LIMITATIONS.—The amount the Secretary*  
11     *intends to obligate in a letter of intent issued under*  
12     *this subsection shall not exceed the larger of—*

13                   “(A) *the Government's share of allowable*  
14                   *project costs; or*

15                   “(B) *\$10,000,000.*

16           “(3) *FINANCING.—Allowable project costs under*  
17     *paragraph (1) may include costs associated with*  
18     *making payments for debt service on indebtedness in-*  
19     *curring to carry out the project.*

20           “(4) *REQUIREMENTS.—The Secretary shall only*  
21     *issue a letter of intent under paragraph (1) if—*

22                   “(A) *the sponsor notifies the Secretary, be-*  
23                   *fore the project begins, of the sponsor's intent to*  
24                   *carry out the project and requests a letter of in-*  
25                   *tent; and*

1           “(B) the sponsor agrees to comply with all  
2           statutory and administrative requirements that  
3           would apply to the project if it were carried out  
4           with amounts made available under this sub-  
5           chapter.

6           “(5) ASSESSMENT.—In reviewing a request for a  
7           letter of intent under this subsection, the Secretary  
8           shall consider the grant history of an airport, the air-  
9           port’s enplanements or operations, and such other fac-  
10          tors as the Secretary determines appropriate.

11          “(6) PRIORITIZATION.—In issuing letters of in-  
12          tent under this subsection, the Secretary shall—

13                 “(A) prioritize projects that—

14                         “(i) cannot reasonably be funded by an  
15                         airport sponsor using funds apportioned  
16                         under section 47114(c), 47114(d)(2)(A)(i),  
17                         or 47114(d)(6), including funds apportioned  
18                         under those sections in multiple fiscal years  
19                         pursuant to section 47117(b)(1); and

20                         “(ii) are necessary to an airport’s con-  
21                         tinued safe operation or development; and

22                 “(B) structure the reimbursement schedules  
23                 under such letters in a manner that minimizes  
24                 unnecessary or undesirable project segmentation.

25          “(7) REQUIRED USE.—

1           “(A) *IN GENERAL.*—*Beginning in fiscal*  
2 *year 2028, and in each fiscal year thereafter, the*  
3 *Secretary shall ensure that not less than*  
4 *\$100,000,000 is committed to be reimbursed in*  
5 *such fiscal year pursuant to letters of intent*  
6 *issued under this subsection.*

7           “(B) *WAIVER.*—*The Secretary may waive*  
8 *the requirement under subparagraph (A) for a*  
9 *fiscal year if the Secretary determines there are*  
10 *insufficient letter of intent requests that meet the*  
11 *requirements of paragraph (4). Upon such waiv-*  
12 *er, the Secretary shall provide a briefing to the*  
13 *Committee on Transportation and Infrastructure*  
14 *of the House of Representatives and the Com-*  
15 *mittee on Commerce, Science, and Transpor-*  
16 *tation of the Senate on the reasons contributing*  
17 *to the need for such waiver and the actions the*  
18 *Secretary intends to take to ensure that there are*  
19 *sufficient letter of intent requests that meet the*  
20 *requirements of paragraph (4) in the fiscal year*  
21 *succeeding the fiscal year for which the Secretary*  
22 *issued such waiver.*

23           “(C) *RESTRICTION.*—*The total estimated*  
24 *amount of future Government obligations covered*  
25 *by all outstanding letters of intent under para-*



1           *graph (1) may not be more than the amount au-*  
2           *thorized to carry out section 48103 of this title,*  
3           *less an amount reasonably estimated by the Sec-*  
4           *retary to be needed for grants under section*  
5           *48103 that are not covered by a letter.*

6           “(8) *NO OBLIGATION OR COMMITMENT.*—*A letter*  
7           *of intent issued under this subsection is not an obliga-*  
8           *tion of the Government under section 1501 of title 31,*  
9           *and the letter is not deemed to be an administrative*  
10           *commitment for financing. An obligation or adminis-*  
11           *trative commitment may be made only as amounts*  
12           *are provided in authorization and appropriation*  
13           *laws.*

14           “(9) *LIMITATION ON STATUTORY CONSTRUC-*  
15           *TION.*—*Nothing in this section shall be construed to*  
16           *prohibit the obligation of amounts pursuant to a let-*  
17           *ter of intent under this subsection in the same fiscal*  
18           *year as the letter of intent is issued.”.*

19           **(b) CONFORMING AMENDMENTS.**—

20           (1) *LETTERS OF INTENT.*—*Section 47110(e)(7)*  
21           *of title 49, United States Code, is amended by strik-*  
22           *ing “under this section” and inserting “under this*  
23           *subsection”.*

24           (2) *PRIORITY FOR LETTERS OF INTENT.*—*Section*  
25           *47115(h) of title 49, United States Code, is amended*

1       by inserting “prior to fulfilling intentions to obligate  
2       under section 47110(i)” after “section 47110(e)”.

3   **SEC. 409. PROHIBITION ON USE OF AIP FUNDS TO PROCURE**  
4                                   **CERTAIN PASSENGER BOARDING BRIDGES.**

5       Section 47110 of title 49, United States Code, is fur-  
6   ther amended by adding at the end the following:

7       “(j) *ADDITIONAL NONALLOWABLE COSTS.*—

8               “(1) *IN GENERAL.*—A cost is not an allowable  
9   airport development project cost under this chapter if  
10   the cost relates to a contract for procurement or in-  
11   stallation of a passenger boarding bridge if the con-  
12   tract is with an entity on the list required under  
13   paragraph (2).

14              “(2) *REQUIRED LIST.*—Not later than 30 days  
15   after the date of enactment of this subsection, the Sec-  
16   retary shall, based on information provided by the  
17   United States Trade Representative and the Attorney  
18   General, publish and annually update a list of enti-  
19   ties manufacturing airport passenger boarding  
20   bridges—

21                      “(A) that are owned, directed, or subsidized  
22                      by the People’s Republic of China; and

23                      “(B) that—

24                                      “(i) have been determined by a Federal  
25                                      court to have misappropriated intellectual

1            *property or trade secrets from an entity or-*  
2            *ganized under the laws of the United States*  
3            *or any jurisdiction within the United*  
4            *States; or*

5            *“(ii) own or control, are owned or con-*  
6            *trolled by, are under common ownership or*  
7            *control with, or are successors to, an entity*  
8            *described in clause (i).”.*

9    **SEC. 410. FUEL INFRASTRUCTURE.**

10        *Section 47110 of title 49, United States Code, is fur-*  
11        *ther amended by adding at the end the following:*

12        *“(k) FUEL INFRASTRUCTURE.—*

13            *“(1) IN GENERAL.—Notwithstanding any other*  
14            *provision of law, the Secretary may decide that cov-*  
15            *ered costs are allowable for an airport development*  
16            *project at a primary or nonprimary airport where*  
17            *such costs are paid for with funds apportioned to the*  
18            *sponsor of such airport under section 47114 or pro-*  
19            *vided pursuant to section 47115.*

20            *“(2) PRIORITIZATION.—If the Secretary makes*  
21            *grants from the discretionary fund under section*  
22            *47115 for covered costs, the Secretary shall prioritize*  
23            *providing such grants to general aviation airports.*

24            *“(3) COVERED COSTS DEFINED.—In this sub-*  
25            *section, the term ‘covered costs’—*

1           “(A) means construction costs related to an  
2           airport-owned—

3                   “(i) aeronautical fueling system for  
4                   unleaded fuel; and

5                   “(ii) fueling systems for type certifi-  
6                   cated hydrogen-powered aircraft; and

7           “(B) may include capital costs for fuel  
8           farms and other equipment and infrastructure  
9           used for the delivery and storage of fuel.”.

10 **SEC. 411. APPORTIONMENTS.**

11           (a) *PRIMARY, COMMERCIAL SERVICE, AND CARGO AIR-*  
12 *PORTS.—*

13                   (1) *PRIMARY AND COMMERCIAL SERVICE AIR-*  
14 *PORTS.—Section 47114(c)(1) of title 49, United*  
15 *States Code, is amended to read as follows:*

16                   “(1) *PRIMARY AND COMMERCIAL SERVICE AIR-*  
17 *PORTS.—*

18                   “(A) *PRIMARY AIRPORT APPORTIONMENT.—*  
19 *The Secretary shall apportion to the sponsor of*  
20 *each primary airport for each fiscal year an*  
21 *amount equal to—*

22                           “(i) \$15.60 for each of the first 50,000  
23                           passenger boardings at the airport during  
24                           the prior calendar year;

1           “(ii) \$10.40 for each of the next 50,000  
2           passenger boardings at the airport during  
3           the prior calendar year;

4           “(iii) \$5.20 for each of the next  
5           400,000 passenger boardings at the airport  
6           during the prior calendar year;

7           “(iv) \$1.30 for each of the next 500,000  
8           passenger boardings at the airport during  
9           the prior calendar year; and

10          “(v) \$1.00 for each additional pas-  
11          senger boarding at the airport during the  
12          prior calendar year.

13          “(B) *MINIMUM AND MAXIMUM APPORTION-*  
14          *MENTS.—Not less than \$1,300,000 nor more than*  
15          *\$22,000,000 may be apportioned under subpara-*  
16          *graph (A) to an airport sponsor for a primary*  
17          *airport for each fiscal year.*

18          “(C) *NEW AIRPORT.—Notwithstanding sub-*  
19          *paragraph (A), the Secretary shall apportion in*  
20          *the first fiscal year following the official opening*  
21          *of a new airport with scheduled passenger air*  
22          *transportation an amount equal to \$1,300,000 to*  
23          *the sponsor of such airport.*

24          “(D) *NONPRIMARY COMMERCIAL SERVICE*  
25          *AIRPORT APPORTIONMENT.—*

1           “(i) *IN GENERAL.*—*The Secretary shall*  
2           *apportion to each commercial service air-*  
3           *port that is not a primary airport an*  
4           *amount equal to—*

5                   “(I) *\$60 for each of the first 2,500*  
6                   *passenger boardings at the airport dur-*  
7                   *ing the prior calendar year; and*

8                   “(II) *\$153.33 for each of the next*  
9                   *7,499 passenger boardings at the air-*  
10                  *port during the prior calendar year.*

11                  “(ii) *APPLICABILITY.*—*Paragraphs (4)*  
12                  *and (5) of subsection (d) shall apply to*  
13                  *funds apportioned under this subparagraph.*

14                  “(E) *SPECIAL RULE FOR AIR RESERVE STA-*  
15                  *TIONS.*—*Notwithstanding section 47102, the Sec-*  
16                  *retary shall consider a public-use airport that is*  
17                  *co-located with an air reserve station to be a pri-*  
18                  *mary airport for purposes of this chapter.*

19                  “(F) *SPECIAL RULE FOR FISCAL YEARS 2024*  
20                  *AND 2025.*—*Notwithstanding any other provision*  
21                  *of this paragraph or the absence of scheduled*  
22                  *passenger service at an airport, the Secretary*  
23                  *shall apportion in fiscal years 2024 and 2025 to*  
24                  *the sponsor of an airport an amount based on*  
25                  *the number of passenger boardings at the airport*

1           *during whichever of the following years that*  
2           *would result in the highest apportioned amount*  
3           *under this paragraph:*

4                     “(i) *Calendar year 2018.*

5                     “(ii) *Calendar year 2019.*

6                     “(iii) *The prior full calendar year*  
7                     *prior to the current fiscal year.*”.

8           (2) *CARGO AIRPORTS.—Section 47114(c)(2) of*  
9           *title 49, United States Code, is amended—*

10                    (A) *in subparagraph (A)—*

11                            (i) *by striking “3.5” and inserting*  
12                            *“4”; and*

13                            (ii) *by striking “100,000,000 pounds”*  
14                            *and inserting “25,000,000 pounds”;*

15                            (B) *by striking subparagraph (C); and*

16                            (C) *by redesignating subparagraphs (D)*  
17                            *and (E) as subparagraphs (C) and (D), respec-*  
18                            *tively.*

19           (b) *GENERAL AVIATION AIRPORTS.—Section 47114(d)*  
20           *of title 49, United States Code, is amended—*

21                    (1) *in paragraph (3)—*

22                            (A) *in the heading by striking “SPECIAL*  
23                            *RULE” and inserting “APPORTIONMENT”;*

24                            (B) *by striking “excluding primary airports*  
25                            *but including reliever and nonprimary commer-*

1           *cial service airports” each place it appears and*  
2           *inserting “excluding commercial service airports*  
3           *but including reliever airports”;*

4           *(C) in the matter preceding subparagraph*  
5           *(A) by striking “20 percent” and inserting “25*  
6           *percent”;* and

7           *(D) by striking subparagraphs (C) and (D)*  
8           *and inserting the following:*

9           *“(C) An airport that has previously been*  
10           *listed as unclassified under the national plan of*  
11           *integrated airport systems that has reestablished*  
12           *the classified status of such airport as of the date*  
13           *of apportionment shall be eligible to accrue ap-*  
14           *portionment funds pursuant to subparagraph*  
15           *(A) so long as such airport retains such classi-*  
16           *fied status.”;*

17           *(2) in paragraph (4)—*

18           *(A) in the heading by striking “AIRPORTS*  
19           *IN ALASKA, PUERTO RICO, AND HAWAII” and in-*  
20           *serting “AIRPORTS IN NONCONTIGUOUS STATES*  
21           *AND TERRITORIES”;*

22           *(B) by striking “An amount apportioned*  
23           *under paragraph (2) or (3)” and inserting the*  
24           *following:*



1           “(A) *ALASKA, PUERTO RICO, AND HAWAII.*—  
2           *An amount apportioned under this subsection*”;  
3           *and*

4           *(C) by adding at the end the following:*

5           “(B) *OTHER TERRITORIES.*—*An amount*  
6           *apportioned under paragraph (2)(B)(i) may be*  
7           *made available by the Secretary for any public-*  
8           *use airport in Guam, American Samoa, the*  
9           *Commonwealth of the Northern Mariana Islands,*  
10           *and the United States Virgin Islands if the Sec-*  
11           *retary determines that there are insufficient*  
12           *qualified grant applications for projects at air-*  
13           *ports that are otherwise eligible for funding*  
14           *under that paragraph. The Secretary shall*  
15           *prioritize the use of such amounts in the terri-*  
16           *tory the amount was originally apportioned*  
17           *in.”;*

18           *(3) in paragraph (5) by inserting “or subsection*  
19           *(c)(1)(D)” after “under this subsection”;*

20           *(4) in paragraph (6)—*

21           *(A) by striking “provision of this sub-*  
22           *section” and inserting “provision of this sec-*  
23           *tion”;* *and*

24           *(B) by inserting “or subsection (c)(1)(D)”*  
25           *after “under this subsection”;*

1           (5) by striking paragraph (2); and

2           (6) by redesignating paragraphs (3) through (7)  
3           as paragraphs (2) through (6), respectively.

4           (c) *CONFORMING AMENDMENT.*—Section 47106(a)(7)  
5           of title 49, United States Code, is amended by striking “sec-  
6           tion 47114(d)(3)(B)” and inserting “section  
7           47114(d)(2)(B)”

8           **SEC. 412. PFC TURNBACK REDUCTION.**

9           (a) *IN GENERAL.*—Section 47114(f) of title 49, United  
10           States Code, is amended—

11           (1) in paragraph (1)—

12                   (A) by striking “sponsor of an airport hav-  
13                   ing at least .25 percent of the total number of  
14                   boardings each year in the United States and”  
15                   and inserting “sponsor of a medium or large hub  
16                   airport”; and

17                   (B) in subparagraph (B) by striking “75  
18                   percent” and inserting “60 percent” each place  
19                   it appears; and

20           (2) by striking paragraphs (2) and (3) and in-  
21           serting the following:

22                   “(2) *EFFECTIVE DATE OF REDUCTION.*—

23                           “(A) *NEW CHARGE COLLECTION.*—A reduc-  
24                           tion in an apportionment under paragraph (1)  
25                           shall not take effect until the first fiscal year fol-

1           *lowing the year in which the collection of the*  
2           *charge imposed under section 40117 has begun.*

3           “(B) *NEW CATEGORIZATION.*—*A reduction*  
4           *in an apportionment under paragraph (1) shall*  
5           *only be applied to an airport if such airport has*  
6           *been designated as a medium or large hub air-*  
7           *port for 3 consecutive years.”.*

8           (b) *APPLICABILITY.*—*For an airport that increased in*  
9           *categorization from a small hub to a medium hub in any*  
10          *fiscal year beginning after the date of enactment of the FAA*  
11          *Reauthorization Act of 2018 (Public Law 115–254) and*  
12          *prior to the date of enactment of this Act, the amendment*  
13          *to section 47114(f)(2) of title 49, United States Code, under*  
14          *subsection (a) shall be applied as though the airport in-*  
15          *creased in categorization from a small hub to a medium*  
16          *hub in the calendar year prior to the first fiscal year in*  
17          *which such amendment is applicable.*

18   **SEC. 413. TRANSFER OF AIP SUPPLEMENTAL FUNDS TO**  
19                            **FORMULA PROGRAM.**

20          *Section 47115(j) of title 49, United States Code, is*  
21          *amended—*

22                (1) *in paragraph (3) by striking subparagraph*  
23                (B) *and inserting the following:*

24                        “(B) *MINIMUM ALLOCATION.*—*Not more*  
25                        *than 25 percent of the amounts available under*

1           *this subsection shall be used to provide grants at*  
2           *nonhub and small hub airports.*

3           “(C) *PRIORITIZATION.—In making grants*  
4           *under this subsection, the Secretary shall*  
5           *prioritize projects that reduce runway incursions*  
6           *or increase runway or taxiway safety.”;*

7           (2) *in paragraph (4)(A) by striking clause (v)*  
8           *and inserting the following:*

9                           “(v) *\$1,110,000,000 for fiscal year*  
10                          *2023.*

11                          “(vi) *\$100,000,000 for fiscal year 2024.*

12                          “(vii) *\$100,000,000 for fiscal year*  
13                          *2025.*

14                          “(viii) *\$100,000,000 for fiscal year*  
15                          *2026.*

16                          “(ix) *\$100,000,000 for fiscal year*  
17                          *2027.*

18                          “(x) *\$100,000,000 for fiscal year*  
19                          *2028.”; and*

20           (3) *in paragraph (4)(B) by striking “2 fiscal*  
21           *years” and inserting “3 fiscal years”.*

22   **SEC. 414. SMALL AIRPORT FUND.**

23           *Section 47116 of title 49, United States Code, is*  
24           *amended—*

1           (1) in subsection (b) by striking paragraphs (1)  
2           and (2) and inserting the following:

3           “(1) Not more than 25 percent for grants for  
4           projects at small hub airports.

5           “(2) Not less than 25 percent for grants to spon-  
6           sors of public-use airports (except commercial service  
7           airports).

8           “(3) Not less than 50 percent for grants to spon-  
9           sors of commercial service airports that are not larger  
10          than a nonhub airport.”;

11          (2) in subsection (d)—

12                 (A) by striking paragraph (2); and

13                 (B) by redesignating paragraph (3) as  
14                 paragraph (2); and

15          (3) by striking subsections (e) and (f) and insert-  
16          ing the following:

17          “(e) *GENERAL AVIATION HANGARS AND TRANSIENT*  
18          *APRONS.*—In distributing amounts from the fund described  
19          in subsection (a) to sponsors described in subsection (b)(2)  
20          and (b)(3)—

21                 “(1) 5 percent of each amount shall be used for  
22                 projects to construct aircraft hangars that are not  
23                 larger than 5,000 square feet; and

24                 “(2) 5 percent of each amount shall be used for  
25                 projects to construct or rehabilitate aprons intended

1       to be used for itinerant general aviation aircraft  
2       parking.”.

3       **SEC. 415. REVISION OF DISCRETIONARY CATEGORIES.**

4       Section 47117 of title 49, United States Code, is  
5       amended—

6               (1) in subsection (b)(2)—

7                       (A) in subparagraph (A)(i) by striking “or  
8                       (3)(A), whichever is applicable”; and

9                       (B) in subparagraph (B)—

10                               (i) by striking “section  
11                               47114(d)(3)(A)” and inserting “section  
12                               47114(d)(2)(A)”; and

13                               (ii) by striking “section  
14                               47114(d)(3)(B)” and inserting “section  
15                               47114(d)(2)(B)”; and

16               (2) in subsection (c)(2) by striking  
17       “47114(d)(3)(A)” and inserting “47114(d)(2)(A)”; and

18               (3) in subsection (d)—

19                       (A) in paragraph (1) by striking “section  
20                       47114(d)(2)(A) of this title” and inserting “sec-  
21                       tion 47114(d)(2)(B)(i)”; and

22                       (B) in paragraph (2)—

23                               (i) by striking “section 47114(d)(2)(B)  
24                               or (C)” and inserting “section

1                   47114(d)(2)(B)(ii) or (iii)” in each place it  
2                   appears; and

3                   (ii) by striking “of this title”;

4                   (4) in subsection (e)—

5                   (A) in paragraph (1)—

6                   (i) in subparagraph (A)—

7                   (I) by striking “\$300,000,000”  
8                   and inserting “\$200,000,000”;

9                   (II) by striking “for compatible  
10                  land use planning and projects carried  
11                  out by State and local governments  
12                  under section 47141,”;

13                  (III) by striking “section  
14                  47102(3)(Q)” and inserting “subpara-  
15                  graphs (O) through (Q) of section  
16                  47102(3)”;

17                  (IV) by striking “to comply with  
18                  the Clean Air Act (42 U.S.C. 7401 et  
19                  seq.)”; and

20                  (V) by adding at the end the fol-  
21                  lowing: “The Secretary shall provide  
22                  not less than two-thirds of amounts  
23                  under this subparagraph and para-  
24                  graph (3) for grants to sponsors of

1                    *small hub, medium hub, and large hub*  
2                    *airports.”; and*

3                    *(ii) by striking subparagraph (C); and*  
4                    *(B) by striking paragraph (3) and inserting*  
5                    *the following:*

6                    “(3) *SPECIAL RULE.—Beginning in fiscal year*  
7                    *2025, if the amount made available under paragraph*  
8                    *(1)(A) was not equal to or greater than \$150,000,000*  
9                    *in the preceding fiscal year, the Secretary shall issue*  
10                   *grants for projects eligible under paragraph (1)(A)*  
11                   *from apportionments made under section 47114 that*  
12                   *are not required during the fiscal year to fund a*  
13                   *grant for which such apportionments may be used in*  
14                   *an amount that is not less than—*

15                    “(A) *\$150,000,000; minus*

16                    “(B) *the amount made available under*  
17                    *paragraph (1)(A) in the preceding fiscal year.”;*  
18                    *and*

19                    *(5) in subsection (f)(1) by striking “Subject to*  
20                    *paragraph (2)” and inserting “Subject to paragraph*  
21                    *(2) and except as provided in section 47116(a)(2)”.*

22    **SEC. 416. TERMINAL DEVELOPMENT.**

23                    *Section 47119 of title 49, United States Code, is*  
24                    *amended—*

25                    *(1) in subsection (a)—*



1           (A) in paragraph (1) by striking “in a non-  
2           revenue-producing public-use area of a commer-  
3           cial service airport” and all that follows through  
4           “of the Government” and inserting the following:  
5           “at an airport if the sponsor certifies that the  
6           airport, on the date the grant application is sub-  
7           mitted to the Secretary, has—

8           “(A) that any necessary airport develop-  
9           ment project affecting airport safety, security, or  
10          capacity will not be deferred if the Secretary ap-  
11          proves a terminal development project under this  
12          section; and

13          “(B) provided for access by passengers to  
14          the area of the airport for boarding or exiting  
15          aircraft that are not air carrier aircraft.”; and

16          (B) in paragraph (2) by striking “parking  
17          lot if” and all that follows through “Secretary’s  
18          approval” and inserting “parking lot”;

19          (2) by striking subsections (b), (e) and (f);

20          (3) by redesignating subsection (c) and (d) as  
21          subsections (b) and (c), respectively; and

22          (4) in subsection (b) (as so redesignated) by  
23          striking paragraphs (1) through (5) and inserting the  
24          following:

1           “(1) any part of amounts apportioned to an air-  
2           port sponsor under subsection (c) or (d) of section  
3           47114 to pay project costs allowable under subsection  
4           (a);

5           “(2) on the approval of the Secretary, any part  
6           of amounts that may be distributed for the fiscal year  
7           from the discretionary fund established under section  
8           47115 to the sponsor of an airport to pay project costs  
9           allowable under subsection (a);

10           “(3) on the approval of the Secretary, any part  
11           of amounts that may be distributed for the fiscal year  
12           from the small airport fund established under section  
13           47116 to the sponsor of an airport eligible to receive  
14           funds under section 47116 to pay project costs allow-  
15           able under subsection (a);”.

16 **SEC. 417. STATE BLOCK GRANT PROGRAM.**

17           (a) *OFFSETTING ADMINISTRATIVE EXPENSES BURDEN*  
18 *ON STATES.*—Section 47109(a)(2) of title 49, United States  
19 Code, is amended by striking “90 percent” and inserting  
20 “91 percent”.

21           (b) *TRAINING.*—Section 47128 of title 49, United  
22 States Code, is amended by adding at the end the following:

23           “(e) *TRAINING FOR PARTICIPATING STATES.*—

24           “(1) *IN GENERAL.*—The Secretary shall provide  
25           to each State participating in the block grant pro-

1 *gram under this section training or updated training*  
2 *materials for the administrative responsibilities as-*  
3 *sumed by the State under such program at no cost to*  
4 *the State.*

5 “(2) *TIMING.*—*The training or updated training*  
6 *materials provided under paragraph (1) shall be pro-*  
7 *vided at least once during each 2-year period and at*  
8 *any time there is a material change in the program.”.*

9 (c) *ADMINISTRATION.*—*Section 47128 of title 49,*  
10 *United States Code, is further amended by adding at the*  
11 *end the following:*

12 “(f) *ROLES AND RESPONSIBILITIES OF PARTICIPATING*  
13 *STATES.*—

14 “(1) *AIRPORTS.*—*Unless a State participating*  
15 *in the block grant program under this section ex-*  
16 *pressly agrees in a memorandum of agreement, the*  
17 *Secretary shall not require the State to manage func-*  
18 *tions and responsibilities for airport actions or*  
19 *projects that do not relate to such program.*

20 “(2) *PROGRAM DOCUMENTATION.*—*Any grant*  
21 *agreement providing funds to be administered under*  
22 *such program shall be consistent with the most re-*  
23 *cently executed memorandum of agreement between*  
24 *the State and the Federal Aviation Administration.*  
25 *The Administrator of the Federal Aviation Adminis-*

1        *tration shall provide parity to participating States*  
2        *and shall only require the same type of information*  
3        *and level of detail for any program agreements and*  
4        *documentation that the Administrator would perform*  
5        *with respect to such action if the State did not par-*  
6        *ticipate in the program.*

7            “(3) *RESPONSIBILITIES.—The Administrator*  
8        *shall retain responsibility for the following, unless ex-*  
9        *pressly agreed to by the State:*

10            “(A) *Grant compliance investigations, de-*  
11        *terminations, and enforcement.*

12            “(B) *Obstruction evaluation and airport*  
13        *airspace analysis, determinations, and enforce-*  
14        *ment off airport property.*

15            “(C) *Non-rulemaking analysis, determina-*  
16        *tions, and enforcement for proposed improve-*  
17        *ments on airport properties not associated with*  
18        *this subchapter, or off airport property.*

19            “(D) *Land use determinations under section*  
20        *163 of the FAA Reauthorization Act of 2018 (49*  
21        *U.S.C. 47107 note), compatibility planning, and*  
22        *airport layout plan review and approval for*  
23        *projects not funded by amounts available under*  
24        *this subchapter.*

1                   “(E) *Nonaeronautical and special event rec-*  
2                   *ommendations and approvals.*”

3                   “(F) *Instrument approach procedure eval-*  
4                   *uations and determinations.*”

5                   “(G) *Environmental review for projects not*  
6                   *funded by amounts available under this sub-*  
7                   *chapter.*”

8                   “(H) *Review and approval of land leases,*  
9                   *land releases, changes in on-airport land-use des-*  
10                  *ignation, and through-the-fence agreements.*”

11                  (d) *REPORT.—The Comptroller General of the United*  
12                  *States shall issue a report on the Office of Airports of the*  
13                  *Federal Aviation Administration and the airport improve-*  
14                  *ment program under subchapter I of chapter 471 and chap-*  
15                  *ter 475 of title 49, United States Code, and include in such*  
16                  *report a description of—*

17                         (1) *the responsibilities of States participating in*  
18                         *the block grant program under section 47128 of title*  
19                         *49, United States Code; and*

20                         (2) *the impact of title VIII of division J of the*  
21                         *Infrastructure Investment and Jobs Act (Public Law*  
22                         *117–58) and other Federal administrative funding*  
23                         *sources on the ability of such States to disburse and*  
24                         *administer airport improvement program funds.*

1       (e) *SENSE OF CONGRESS.*—*It is the sense of Congress*  
2 *that Congress supports the disbursement of a percentage of*  
3 *administrative funds made available under the heading*  
4 *“Federal Aviation Administration—Airport Infrastructure*  
5 *Grants” in title VIII of division J of the Infrastructure In-*  
6 *vestment and Jobs Act (Public Law 117–58) to non-pri-*  
7 *mary airports participating in the State’s block grant pro-*  
8 *gram each fiscal year of the Airport Infrastructure Grants*  
9 *program.*

10 **SEC. 418. INNOVATIVE FINANCING TECHNIQUES.**

11       Section 47135 of title 49, United States Code, is  
12 amended—

13               (1) *by striking subsections (a) and (b) and in-*  
14 *serting the following:*

15       “(a) *AUTHORITY.*—

16               “(1) *IN GENERAL.*—*The Secretary of Transpor-*  
17 *tation may approve an application by an airport*  
18 *sponsor to use grants received under this subchapter*  
19 *for innovative financing techniques related to an air-*  
20 *port development project that is located at an airport*  
21 *that is not a large hub airport.*

22               “(2) *APPROVAL.*—*The Secretary may approve*  
23 *not more than 30 applications described under para-*  
24 *graph (1) in a fiscal year.*

1       “(b) *PURPOSES.*—*The purpose of grants made under*  
2 *this section shall be to—*

3               “(1) *provide information on the benefits and dif-*  
4 *ficulties of using innovative financing techniques for*  
5 *airport development projects;*

6               “(2) *lower the total cost of an airport develop-*  
7 *ment project; or*

8               “(3) *expedite the delivery or completion of an*  
9 *airport development project without reducing safety*  
10 *or causing environmental harm.”; and*

11               (2) *in subsection (c)(2)—*

12                       (A) *in subparagraph (C) by striking “and”*  
13 *at the end;*

14                       (B) *in subparagraph (D) by striking the pe-*  
15 *riod at the end and inserting “; and”; and*

16                       (C) *by adding at the end the following:*

17                               “(E) *any other techniques that the Sec-*  
18 *retary determines are consistent with the pur-*  
19 *poses of this section.”.*

20 **SEC. 419. LONG-TERM MANAGEMENT PLANS.**

21       Section 47136(c) of title 49, United States Code is  
22 amended—

23               (1) *by striking “applicants that will” and in-*  
24 *serting the following: “applicants that—*

25                       “(1) *will”;*

1           (2) by striking the period at the end and insert-  
2           ing “; and”; and

3           (3) by adding at the end the following:

4           “(2) provide a long-term management plan for  
5           eligible vehicles and equipment that includes the exist-  
6           ing and future infrastructure requirements of the air-  
7           port related to such vehicles and equipment.”.

8 **SEC. 420. ALTERNATIVE PROJECT DELIVERY.**

9           (a) *IN GENERAL.*—Section 47142 of title 49, United  
10 *States Code, is amended—*

11           (1) *in the section heading by striking “**Design-***  
12 ***build contracting**” and inserting “**Alternative***  
13 ***project delivery**”;*

14           (2) *in subsection (a)—*

15           (A) *in the matter preceding paragraph*

16           (1)—

17           (i) *by striking “Administrator of the*  
18 *Federal Aviation Administration” and in-*  
19 *serting “Secretary of Transportation”; and*

20           (ii) *by striking “award a design-build”*  
21 *and inserting “award a covered project de-*  
22 *livery”;*

23           (B) *in paragraph (2) by striking “design-*  
24 *build” and inserting “covered project delivery”;*  
25 *and*



1           (C) in paragraph (4) by striking “design-  
2           build contract will” and inserting “covered  
3           project delivery contract is projected to”; and  
4           (3) by striking subsection (c) and inserting the  
5           following:

6           “(c) *COVERED PROJECT DELIVERY CONTRACT DE-*  
7           *FINED.—In this section, the term ‘covered project delivery*  
8           *contract’ means—*

9                   “(1) an agreement that provides for both design  
10                  and construction of a project by a contractor; or

11                  “(2) a single contract for the delivery of a whole  
12                  project that—

13                           “(A) includes, at a minimum, the sponsor,  
14                           builder, and architect-engineer as parties that  
15                           are subject to the terms of the contract;

16                           “(B) aligns the interests of all the parties to  
17                           the contract with respect to the project costs and  
18                           project outcomes; and

19                           “(C) includes processes to ensure trans-  
20                           parency and collaboration among all parties to  
21                           the contract relating to project costs and project  
22                           outcomes.”.

23           (b) *CLERICAL AMENDMENT.—The analysis for chapter*  
24           *471 of title 49, United States Code, is amended by striking*

1 *the item relating to section 47142 and inserting the fol-*  
2 *lowing:*

*“47142. Alternative project delivery.”.*

3 **SEC. 421. NONMOVEMENT AREA SURVEILLANCE SURFACE**  
4 **DISPLAY SYSTEMS PILOT PROGRAM.**

5 *Section 47143(c) of title 49, United States Code, is*  
6 *amended by striking “2023” and inserting “2028”.*

7 **SEC. 422. REPEAL OF OBSOLETE CRIMINAL PROVISIONS.**

8 *Section 47306 of title 49, United States Code, and the*  
9 *item relating to such section in the analysis for chapter 473*  
10 *of such title, are repealed.*

11 **SEC. 423. LIMITATION ON CERTAIN ROLLING STOCK PRO-**  
12 **CUREMENTS.**

13 *(a) IN GENERAL.—Section 50101 of title 49, United*  
14 *States Code, is amended—*

15 *(1) by striking “(except section 47127)” each*  
16 *place it appears; and*

17 *(2) by adding at the end the following:*

18 *“(d) LIMITATION ON CERTAIN ROLLING STOCK PRO-*  
19 *CUREMENTS.—*

20 *“(1) IN GENERAL.—Financial assistance made*  
21 *available under the provisions described in subsection*  
22 *(a) shall not be used in awarding a contract or sub-*  
23 *contract to an entity on or after the date of enactment*  
24 *of this subsection for the procurement of rolling stock*

1       *for use in an airport-related project if the manufac-*  
2       *turer of the rolling stock—*

3               “(A) *is incorporated in or has manufac-*  
4       *turing facilities in the United States; and*

5               “(B) *is owned or controlled by, is a sub-*  
6       *sidiary of, or is otherwise related legally or fi-*  
7       *nancially to a corporation based in a country*  
8       *that—*

9                       “(i) *is identified as a nonmarket econ-*  
10       *omy country (as defined in section 771(18)*  
11       *of the Tariff Act of 1930 (19 U.S.C.*  
12       *1677(18))) as of the date of enactment of*  
13       *this subsection;*

14                      “(ii) *was identified by the United*  
15       *States Trade Representative in the most re-*  
16       *cent report required by section 182 of the*  
17       *Trade Act of 1974 (19 U.S.C. 2242) as a*  
18       *foreign country included on the priority*  
19       *watch list defined in subsection (g)(3) of*  
20       *that section; and*

21                      “(iii) *is subject to monitoring by the*  
22       *Trade Representative under section 306 of*  
23       *the Trade Act of 1974 (19 U.S.C. 2416).*

24       “(2) *EXCEPTION.—*

1           “(A) *IN GENERAL.*—For purposes of para-  
2 graph (1), the term ‘otherwise related legally or  
3 financially’ does not include—

4                   “(i) a minority relationship or invest-  
5 ment; or

6                   “(ii) relationship with or investment  
7 in a subsidiary, joint venture, or other enti-  
8 ty based in a country described in para-  
9 graph (1)(B) that does not export rolling  
10 stock or components of rolling stock for use  
11 in the United States.

12           “(B) *CORPORATION BASED IN PEOPLE’S RE-*  
13 *PUBLIC OF CHINA.*—Notwithstanding subpara-  
14 graph (A)(i), for purposes of paragraph (1), the  
15 term ‘otherwise related legally or financially’ in-  
16 cludes a minority relationship or investment if  
17 the relationship or investment involves a cor-  
18 poration based in the People’s Republic of China.

19           “(3) *INTERNATIONAL AGREEMENTS.*—This sub-  
20 section shall be applied in a manner consistent with  
21 the obligations of the United States under inter-  
22 national agreements.”.

23           (b) *CONFORMING AMENDMENTS.*—

24                   (1) *RESTRICTING CONTRACT AWARDS BECAUSE*  
25 *OF DISCRIMINATION AGAINST UNITED STATES GOODS*

1       OR SERVICES.—Section 50102 of title 49, United  
2       States Code, is amended by striking “(except section  
3       47127)”.

4               (2) RESTRICTION ON AIRPORT PROJECTS USING  
5       PRODUCTS OR SERVICES OF FOREIGN COUNTRIES DE-  
6       NYING FAIR MARKET OPPORTUNITIES.—Section  
7       50104(b) of title 49, United States Code, is amended  
8       by striking “(except section 47127)”.

9               (3) FRAUDULENT USE OF MADE IN AMERICA  
10       LABEL.—Section 50105 of title 49, United States  
11       Code, is amended by striking “(except section  
12       47127)”.

13   **SEC. 424. REGULATORY APPLICATION.**

14       Section 40113(f) of title 49, United States Code, is  
15       amended—

16               (1) by inserting “or in administering the Air-  
17       port Improvement Program under chapter 471” after  
18       “Code of Federal Regulations,”; and

19               (2) by inserting “or administrative” after “regu-  
20       latory”.

21   **SEC. 425. NATIONAL PRIORITY SYSTEM FORMULAS.**

22       (a) IN GENERAL.—Not later than 1 year after the date  
23       of enactment of this Act, the Secretary of Transportation  
24       shall review and update the National Priority System  
25       prioritization formulas contained in Federal Aviation Ad-

1 *ministration Order 5090.5 to account for the amendments*  
2 *to chapter 471 of title 49, United States Code, made by*  
3 *this Act.*

4 (b) *REQUIRED CONSULTATION.*—*In revising the for-*  
5 *mulas under subsection (a), the Secretary shall consult with*  
6 *representatives of the following:*

7 (1) *Primary airports, including large, medium,*  
8 *small, and nonhub airports.*

9 (2) *Non-primary airports, including general*  
10 *aviation airports.*

11 (3) *Airport trade associations, including trade*  
12 *associations representing airport executives.*

13 (4) *State aviation officials, including associa-*  
14 *tions representing such officials.*

15 (5) *Air carriers, including mainline, regional,*  
16 *and low cost air carriers.*

17 (6) *Associations representing air carriers.*

18 (c) *PRIORITY PROJECTS.*—*In revising the formulas*  
19 *under subsection (a), the Secretary shall assign the highest*  
20 *priority to projects that increase or maintain the safety,*  
21 *efficiency, and capacity of the aviation system.*

22 **SEC. 426. MINORITY AND DISADVANTAGED BUSINESS PAR-**  
23 **TICIPATION.**

24 (a) *FINDINGS.*—*Congress finds the following:*

1           (1) While significant progress has occurred due  
2 to the establishment of the airport disadvantaged  
3 business enterprise program and the airport conces-  
4 sions disadvantaged business enterprise program  
5 under sections 47113 and 47107(e) of title 49, United  
6 States Code, respectively, discrimination and related  
7 barriers continue to pose significant obstacles for  
8 minority- and women-owned businesses seeking to do  
9 business in airport-related markets across the Nation.

10           (2) Congress has received and reviewed testimony  
11 and documentation of race and gender discrimination  
12 from numerous sources, including congressional hear-  
13 ings and roundtables, scientific reports, reports issued  
14 by public and private agencies, news stories, reports  
15 of discrimination by organizations and individuals,  
16 and discrimination lawsuits. Such testimony and  
17 documentation show that race- and gender-neutral ef-  
18 forts alone are insufficient to address the problem.

19           (3) The testimony and documentation described  
20 in paragraph (2) demonstrate that race and gender  
21 discrimination poses a barrier to full and fair par-  
22 ticipation in airport-related businesses of women  
23 business owners and minority business owners in the  
24 racial groups detailed in parts 23 and 26 of title 49,  
25 Code of Federal Regulations, and has impacted firm

1       *development and other aspects of airport-related busi-*  
2       *ness in the public and private markets.*

3               *(4) The testimony and documentation described*  
4       *in paragraph (2) provide a strong basis that there is*  
5       *a compelling need for the continuation of the airport*  
6       *disadvantaged business enterprise program and the*  
7       *airport concessions disadvantaged business enterprise*  
8       *program to address race and gender discrimination*  
9       *in airport-related business.*

10       *(b) SUPPORTIVE SERVICES.—Section 47113 of title 49,*  
11       *United States Code, is amended by adding at the end the*  
12       *following:*

13               *“(f) SUPPORTIVE SERVICES.—*

14                       *“(1) IN GENERAL.—The Secretary of Transpor-*  
15       *tation, in coordination with the Administrator of the*  
16       *Federal Aviation Administration, may, at the request*  
17       *of an airport sponsor, provide assistance under a*  
18       *grant issued under this subchapter to develop, con-*  
19       *duct, and administer training programs and assist-*  
20       *ance programs in connection with any airport im-*  
21       *provement project subject to part 26 of title 49, Code*  
22       *of Federal Regulations, for small business concerns re-*  
23       *ferred to in subsection (b) to achieve proficiency to*  
24       *compete, on an equal basis for contracts and sub-*  
25       *contracts related to such projects.*



1           “(2) *ELIGIBLE ENTITIES.*—*An entity eligible to*  
2           *receive assistance under this section is—*

3                     “(A) *a State;*

4                     “(B) *a political subdivision of a State or*  
5                     *local government;*

6                     “(C) *a Tribal government;*

7                     “(D) *an airport sponsor;*

8                     “(E) *a metropolitan planning organization;*

9                     “(F) *a group of entities described in sub-*  
10                    *paragraphs (A) through (E); or*

11                    “(G) *any other organization considered ap-*  
12                    *propriate by the Secretary.”.*

13   **SEC. 427. AIRPORT ACCESS ROADS IN REMOTE LOCATIONS.**

14           *Section 162 of the FAA Reauthorization Act of 2018*  
15           *(49 U.S.C. 47102 note) is amended in the matter preceding*  
16           *paragraph (1) by striking “2023” and inserting “2028”.*

17   **SEC. 428. LIMITED REGULATION OF NONFEDERALLY SPON-**  
18                    **SORED PROPERTY.**

19           *Section 163 of the FAA Reauthorization Act of 2018*  
20           *(49 U.S.C. 47107 note) is amended—*

21                    *(1) by striking subsection (a) and inserting the*  
22                    *following:*

23                    “(a) *IN GENERAL.*—

24                    “(1) *LIMITED REGULATION.*—*Except as provided*  
25                    *in subsection (b), the Secretary of Transportation*

1        *may not require an airport to seek approval for (in-*  
2        *cluding in the submission of an airport layout plan),*  
3        *or directly or indirectly regulate (including through*  
4        *any grant assurance)—*

5                *“(A) the acquisition, use, lease, encum-*  
6                *brance, transfer, or disposal of land (including*  
7                *any portion of such land) by an airport sponsor;*  
8                *or*

9                *“(B) the construction, development, im-*  
10                *provement, use, or removal of any facility (in-*  
11                *cluding any portion of such facility) upon such*  
12                *land.*

13                *“(2) BURDEN OF DEMONSTRATING APPLICA-*  
14                *BILITY.—The burden of demonstrating the non-*  
15                *applicability of paragraph (1), or the applicability of*  
16                *an exception under subsection (b), shall be on the Sec-*  
17                *retary.”;*

18                *(2) in subsection (b)—*

19                        *(A) in paragraph (1)—*

20                                *(i) in the matter preceding subpara-*  
21                                *graph (A) by striking “regulation” and in-*  
22                                *serting “law, regulation, or grant assur-*  
23                                *ance”;* and

24                                *(ii) in subparagraph (A) by striking*  
25                                *“aircraft operations” and inserting “air-*

1           *craft operations that occur or are projected*  
2           *to occur at an airport as described in an*  
3           *airport’s master plan”;*

4           *(B) in paragraph (2) by striking “facility”*  
5           *and inserting “facility that the Secretary dem-*  
6           *onstrates was”;* and

7           *(C) in paragraph (3) by striking “con-*  
8           *tained” and inserting “that the Secretary dem-*  
9           *onstrates is contained”;* and

10          *(3) by striking subsection (c) and inserting the*  
11          *following:*

12          “(c) *RULE OF CONSTRUCTION.—Nothing in this sec-*  
13          *tion shall be construed—*

14                 *“(1) to affect the applicability of sections*  
15                 *47107(b) or 47133 of title 49, United States Code, to*  
16                 *revenues generated by the use, lease, encumbrance,*  
17                 *transfer, or disposal of land under subsection (a), fa-*  
18                 *cilities upon such land, or any portion of such land*  
19                 *or facilities; or*

20                 *“(2) to limit the Secretary’s authority to approve*  
21                 *or regulate airport projects (or portions of airport*  
22                 *projects) that are not subject to the provisions of sub-*  
23                 *section (a).”.*

1 **SEC. 429. MOTORCOACH ENPLANEMENT PILOT PROGRAM.**

2 *With respect to fiscal years 2024 through 2028, pas-*  
3 *sengers who board a motorcoach at an airport that is char-*  
4 *tered or provided by an air carrier to transport such pas-*  
5 *sengers to another airport at which the passengers board*  
6 *an aircraft in service in air commerce, that entered the ster-*  
7 *ile area of the airport at which such passengers initially*  
8 *boarded the motorcoach, shall be deemed to be included*  
9 *under the term “passenger boardings” in section 47102 of*  
10 *title 49, United States Code.*

11 **SEC. 430. POPULOUS COUNTIES WITHOUT AIRPORTS.**

12 *Notwithstanding any other provision of law, the Sec-*  
13 *retary of Transportation may not deny inclusion in the na-*  
14 *tional plan of integrated airport systems maintained under*  
15 *section 47103 of title 49, United States Code, to an airport*  
16 *or proposed airport if the airport or proposed airport—*

17 *(1) is located in the most populous county (as*  
18 *such term is defined in section 2 of title 1, United*  
19 *States Code) of a State that does not have an airport*  
20 *listed in the national plan;*

21 *(2) has an airport sponsor that was established*  
22 *before January 1, 2017;*

23 *(3) is located more than 15 miles away from an-*  
24 *other airport listed in the national plan;*

25 *(4) demonstrates how the airport will meet the*  
26 *operational activity required, through a forecast vali-*

1 *dated by the Secretary, within the first 10 years of*  
2 *operation;*

3 *(5) meets Federal Aviation Administration air-*  
4 *port design standards;*

5 *(6) submits a benefit-cost analysis;*

6 *(7) presents a detailed financial plan to accom-*  
7 *plish construction and ongoing maintenance; and*  
8 *(8) has the documented support of the State gov-*  
9 *ernment for the entry of the airport or proposed air-*  
10 *port into the national plan.*

11 **SEC. 431. CONTINUED AVAILABILITY OF AVIATION GASO-**  
12 **LINE.**

13 *(a) IN GENERAL.—The Administrator of the Federal*  
14 *Aviation Administration shall ensure that any of such vari-*  
15 *eties of aviation gasoline as may be necessary to fuel any*  
16 *model of piston-engine aircraft remain available for pur-*  
17 *chase at each airport listed on the national plan of inte-*  
18 *grated airport systems (as described in section 47103 of title*  
19 *49, United States Code) at which aviation gasoline was*  
20 *available for purchase as of October 5, 2018.*

21 *(b) REMOVAL OF AVAILABILITY.—The Administrator*  
22 *shall consider a prohibition or restriction on the sale of such*  
23 *varieties of aviation gasoline to violate assurance 22 (or*  
24 *any successor assurance related to economic nondiscrimina-*  
25 *tion) of grant assurances associated with the airport im-*

1 *provement program under subchapter I of chapter 471 and*  
2 *chapter 475 of title 49, United States Code.*

3 (c) *AVIATION GASOLINE DEFINED.*—*In this section,*  
4 *the term “aviation gasoline” means a gasoline on which*  
5 *a tax is imposed under section 4081(a)(2)(A)(ii) of the In-*  
6 *ternal Revenue Code of 1986.*

7 (d) *RULE OF CONSTRUCTION.*—*Nothing in this section*  
8 *may be construed to—*

9 (1) *affect any airport sponsor found to be out of*  
10 *compliance with the grant assurance described in sub-*  
11 *section (b) before the date of enactment of this Act;*

12 (2) *affect any investigation of an airport sponsor*  
13 *initiated by the Administrator under parts 13 or 16*  
14 *of title 14, Code of Federal Regulations, relating to*  
15 *the availability of aviation gasoline; or*

16 (3) *require any particular action by the Admin-*  
17 *istrator if the Administrator determines through such*  
18 *investigation that such airport sponsor has violated a*  
19 *grant assurance*

20 **SEC. 432. AIP HANDBOOK UPDATE.**

21 (a) *IN GENERAL.*—*Not later than 4 years after the*  
22 *date of enactment of this Act, the Administrator of the Fed-*  
23 *eral Aviation Administration shall revise the Airport Im-*  
24 *provement Program Handbook (Order 5100.38D) (in this*  
25 *section referred to as the “Handbook”) to account for legis-*

1 *lative changes to the airport improvement program under*  
2 *subchapter I of chapter 471 and chapter 475 of title 49,*  
3 *United States Code, and to make such other changes as the*  
4 *Administrator determines necessary.*

5 (b) *REQUIREMENTS.—In updating the Handbook, the*  
6 *Administrator may not impose any additional require-*  
7 *ments or restrictions on the use of Airport Improvement*  
8 *Program funds except as specifically directed by legislation.*

9 (c) *CONSULTATION AND PUBLIC COMMENT.—*

10 (1) *CONSULTATION.—In developing the revised*  
11 *Handbook under this section, the Administrator shall*  
12 *consult with aviation stakeholders, including airports*  
13 *and air carriers.*

14 (2) *PUBLIC COMMENT.—*

15 (A) *IN GENERAL.—Not later than 30*  
16 *months after the date of enactment of this Act,*  
17 *the Administrator shall publish a draft revision*  
18 *of the Handbook and make such draft available*  
19 *for public comment for a period of not less than*  
20 *90 days.*

21 (B) *REVIEW.—The Administrator shall re-*  
22 *view all comments submitted during the public*  
23 *comment period described under subparagraph*  
24 *(A) and, as the Administrator considers appro-*

1           *appropriate, incorporate changes based on such com-*  
2           *ments into the final revision of the Handbook.*

3           (d) *INTERIM IMPLEMENTATION OF CHANGES.*—Not  
4 *later than 1 year after the date of enactment of this Act,*  
5 *the Administrator shall issue program guidance letters to*  
6 *provide for the interim implementation of amendments to*  
7 *the Airport Improvement Program made by this Act.*

8   **SEC. 433. GAO AUDIT OF AIRPORT FINANCIAL REPORTING**  
9   **PROGRAM.**

10          (a) *AUDIT.*—Not later than 18 months after the date  
11 *of enactment of this Act, the Comptroller General of the*  
12 *United States shall complete an audit of the airport finan-*  
13 *cial reporting program of the Federal Aviation Administra-*  
14 *tion and provide recommendations to the Administrator of*  
15 *the Federal Aviation Administration on improvements to*  
16 *such program.*

17          (b) *REQUIREMENTS.*—In conducting the audit re-  
18 *quired under subsection (a), the Comptroller General shall,*  
19 *at a minimum—*

20                 (1) *review relevant Administration guidance to*  
21 *airports, including the version of Advisory Circular*  
22 *150/5100–19, titled “Operating and Financial Sum-*  
23 *mary”, that is in effect on the date of enactment of*  
24 *this Act;*



1           (2) *evaluate the information requested or re-*  
2 *quired by the Administrator from airports for com-*  
3 *pleteness and usefulness by the Administration and*  
4 *the public;*

5           (3) *assess the costs associated with collecting, re-*  
6 *porting, and maintaining such information for air-*  
7 *ports and the Administration;*

8           (4) *determine if such information provided is—*

9                 (A) *updated on a regular basis to make*  
10 *such information useful; and*

11                (B) *audited and verified in an appropriate*  
12 *manner;*

13           (5) *assess if the Administration has addressed*  
14 *the issues the Administration discovered during the*  
15 *apportionment and disbursement of relief funds to*  
16 *airports under the Coronavirus Aid, Relief, and Eco-*  
17 *nomic Security Act (Public Law 116–136) using in-*  
18 *accurate and aged airport financial data; and*

19           (6) *determine whether the airport financial re-*  
20 *porting program as structured as of the date of enact-*  
21 *ment provides value to the Administration, the avia-*  
22 *tion industry, or the public.*

23           (c) *REPORT TO CONGRESS.*—*Not later than 3 months*  
24 *after the completion of the audit required under subsection*  
25 *(a), the Comptroller General shall submit to the Committee*

1 *on Transportation and Infrastructure of the House of Rep-*  
2 *resentatives and the Committee on Commerce, Science, and*  
3 *Transportation of the Senate a report containing the find-*  
4 *ings of such audit and any recommendations provided to*  
5 *the Administrator to improve or alter the airport financial*  
6 *reporting program.*

7 **SEC. 434. GAO REVIEW OF NONAERONAUTICAL REVENUE**  
8 **STREAMS AT AIRPORTS.**

9 (a) *REVIEW.*—*Not later than 2 years after the date of*  
10 *enactment of this Act, the Comptroller General of the United*  
11 *States shall initiate a review of non-aeronautical revenue*  
12 *streams currently used by hub airports of varying size, as-*  
13 *sess the impact of nonaeronautical revenue on airports, and*  
14 *evaluate opportunities for revenue that are unutilized or are*  
15 *underutilized by such airports.*

16 (b) *SCOPE.*—*In conducting the review required under*  
17 *subsection (a), the Comptroller General shall, at a min-*  
18 *imum—*

19 (1) *examine the nonaeronautical revenue streams*  
20 *at a variety of public-use airports in the United*  
21 *States;*

22 (2) *examine nonaeronautical revenue streams*  
23 *used by foreign airports;*

1           (3) *examine revenue streams used by similar*  
2           *types of infrastructure operators like train stations,*  
3           *bus depots, and shopping malls;*

4           (4) *determine the revenue effects of entering into,*  
5           *or choosing not to enter into, concessionaire agree-*  
6           *ments with companies operating at airports that are*  
7           *not a party to such agreements; and*

8           (5) *examine users and beneficiaries of airport*  
9           *services, facilities, property, and passengers, and de-*  
10          *termine if any such users or beneficiaries could or*  
11          *should be considered as a source of nonaeronautical*  
12          *revenue for an airport.*

13          (c) *CONSULTATION.*—*As part of the review required*  
14          *under subsection (a), the Comptroller General shall consult*  
15          *with representatives of airport concessionaires, airport*  
16          *sponsors, airport governance entities, airport financial*  
17          *planning consultants, and any other relevant stakeholders*  
18          *the Comptroller General determines appropriate.*

19          (d) *FINDINGS, BEST PRACTICES, AND RECOMMENDA-*  
20          *TIONS.*—*As part of the review required under subsection*  
21          *(a), the Comptroller General shall produce best practices*  
22          *and recommendations that can be adopted by public-use*  
23          *airports to increase non-aeronautical revenue.*

24          (e) *REPORT TO CONGRESS.*—*Not later than 3 months*  
25          *after the completion of the review required under subsection*

1 (a), the Comptroller General shall submit to the Committee  
2 on Transportation and Infrastructure of the House of Rep-  
3 resentatives and the Committee on Commerce, Science, and  
4 Transportation of the Senate a report containing the find-  
5 ings, best practices, and recommendations of such review.

6 **SEC. 435. MAINTAINING SAFE FIRE AND RESCUE STAFFING**  
7 **LEVELS.**

8 (a) *UPDATE TO REGULATION.*—The Administrator of  
9 the Federal Aviation Administration shall update the regu-  
10 lations contained in section 139.319 of title 14, Code of Fed-  
11 eral Regulations, to ensure that paragraph (4) of such sec-  
12 tion provides that at least 1 individual maintains certifi-  
13 cation at the emergency medical technician basic level, or  
14 higher.

15 (b) *STAFFING REVIEW.*—Not later than 2 years after  
16 the date of enactment of this Act, the Administrator shall  
17 conduct a review of airport environments and related regu-  
18 lations to evaluate sufficient staffing levels necessary for  
19 firefighting and rescue services and response at airports cer-  
20 tified under part 139 of title 14, Code of Federal Regula-  
21 tions.

22 (c) *REPORT.*—Not later than 1 year after completing  
23 the review under subsection (b), the Administrator shall  
24 submit to the Committee on Transportation and Infrastruc-  
25 ture of the House of Representatives and the Committee on

1 *Commerce, Science, and Transportation of the Senate a re-*  
2 *port containing the results of the review.*

3 **SEC. 436. GAO STUDY OF ONSITE AIRPORT GENERATION.**

4 (a) *STUDY.*—*Not later than 1 year after the date of*  
5 *enactment of this Act, the Comptroller General of the United*  
6 *States shall initiate a study on the feasibility of installation*  
7 *and adoption of certain power generation property at air-*  
8 *ports which receive funding from the Federal Government.*

9 (b) *CONTENT.*—*In carrying out the study required*  
10 *under subsection (a), the Comptroller General shall exam-*  
11 *ine—*

12 (1) *any safety impacts of the installation and*  
13 *operation of such power generation property, either in*  
14 *aggregate or around certain locations or structures at*  
15 *the airport;*

16 (2) *regulatory barriers to adoption;*

17 (3) *benefits to adoption;*

18 (4) *previous examples of adoptions;*

19 (5) *impacts on other entities; and*

20 (6) *previous examples of adoption and factors*  
21 *pertaining to previous examples of adoption, includ-*  
22 *ing—*

23 (A) *novel uses beyond supplemental power*  
24 *generation, such as expanding nonresidential*

1 *property around airports to minimize noise,*  
2 *power generation resilience, and market forces;*

3 *(B) challenges identified in the installation*  
4 *process;*

5 *(C) upfront and long-term costs, both fore-*  
6 *seen and unforeseen;*

7 *(D) funding sources used to pay for upfront*  
8 *costs; and*

9 *(E) long-term savings.*

10 *(c) REPORT.—Not later than 2 years after the initi-*  
11 *ation of the study under subsection (a), the Comptroller*  
12 *General shall submit to the Committee on Transportation*  
13 *and Infrastructure of the House of Representatives and the*  
14 *Committee on Commerce, Science, and Transportation of*  
15 *the Senate a report and recommendations on the results of*  
16 *the study.*

17 *(d) POWER GENERATION PROPERTY DEFINED.—In*  
18 *this section, the term “power generation property” means*  
19 *equipment defined in section 48(a)(3)(A) of the Internal*  
20 *Revenue Code of 1986.*

21 **SEC. 437. TRANSPORTATION DEMAND MANAGEMENT AT**  
22 **AIRPORTS.**

23 *(a) IN GENERAL.—Not later than 1 year after the date*  
24 *of enactment of this Act, the Comptroller General of the*  
25 *United States shall conduct a study to examine the efficacy*

1 *of transportation demand management strategies at United*  
2 *States airports.*

3 (b) *CONSIDERATIONS.*—*In conducting the study under*  
4 *subsection (a), the Comptroller General shall examine, at*  
5 *minimum—*

6 (1) *whether transportation demand management*  
7 *strategies should be considered by airports when mak-*  
8 *ing infrastructure planning and construction deci-*  
9 *sions;*

10 (2) *the impact of transportation demand man-*  
11 *agement strategies on existing multimodal options to*  
12 *and from airports in the United States; and*

13 (3) *best practices for developing transportation*  
14 *demand management strategies that can be used to*  
15 *improve access to airports for passengers and airport*  
16 *and airline personnel.*

17 (c) *REPORT.*—*Upon completion of the study conducted*  
18 *under subsection (a), the Comptroller General shall submit*  
19 *to the Committee on Transportation and Infrastructure of*  
20 *the House of Representatives and the Committee on Com-*  
21 *merce, Science, and Transportation of the Senate a report*  
22 *on such study.*

23 (d) *DEFINITION.*—*In this section, the term “transpor-*  
24 *tation demand management strategy” means the use of*  
25 *planning, programs, policy, marketing, communications,*

1 *incentives, pricing, data, and technology to optimize travel*  
2 *modes, routes used, departure times, and number of trips.*

3 **SEC. 438. COASTAL AIRPORTS ASSESSMENT.**

4       *(a) IN GENERAL.—Not later than 2 years after the*  
5 *date of enactment of this Act, the Administrator of the Fed-*  
6 *eral Aviation Administration shall, in coordination with*  
7 *the Chief of Engineers and Commanding General of the*  
8 *United States Army Corps of Engineers, initiate an assess-*  
9 *ment on the resiliency of coastal airports in the United*  
10 *States.*

11       *(b) CONTENTS.—The assessment required under sub-*  
12 *section (a) shall—*

13           *(1) examine the impact of sea-level rise and*  
14 *other environmental factors that pose risks to coastal*  
15 *airports; and*

16           *(2) identify and evaluate current initiatives to*  
17 *prevent and mitigate the impacts of factors described*  
18 *in paragraph (1) on coastal airports.*

19       *(c) REPORT.—Upon completion of the assessment, the*  
20 *Administrator of the Federal Aviation Administration shall*  
21 *submit to the Committee on Transportation and Infrastruc-*  
22 *ture of the House of Representatives and the Committee on*  
23 *Commerce, Science, and Transportation of the Senate a re-*  
24 *port on—*



1           (1) *the results of the assessment required under*  
2           *subsection (a); and*

3           (2) *recommendations to improve the resiliency of*  
4           *coastal airports in the United States.*

5 **SEC. 439. AIRPORT INVESTMENT PARTNERSHIP PROGRAM.**

6           *Section 47134(b) of title 49, United States Code, is*  
7           *amended by adding at the end the following:*

8                   “(4) *BENEFIT-COST ANALYSIS.—Prior to approv-*  
9                   *ing an application submitted under subsection (a),*  
10                   *the Secretary may require a benefit-cost analysis. If*  
11                   *a benefit-cost analysis is required, the Secretary shall*  
12                   *issue a preliminary and conditional finding, which*  
13                   *shall—*

14                           “(A) *be issued not later than 60 days after*  
15                           *the date on which the sponsor submits all infor-*  
16                           *mation required by the Secretary;*

17                           “(B) *be based upon a collaborative review*  
18                           *process that includes the sponsor or sponsor’s*  
19                           *representative;*

20                           “(C) *not constitute the issuance of a Federal*  
21                           *grant or obligation to issue a grant under this*  
22                           *chapter or other provision of law; and*

23                           “(D) *not constitute any other obligation on*  
24                           *the part of the Federal Government until the*

1           *conditions specified in the final benefit-cost anal-*  
2           *ysis are met.”.*

3   **SEC. 440. GAO STUDY ON PER-TRIP AIRPORT FEES FOR TNC**  
4           **CONSUMERS.**

5           *(a) STUDY.—Not later than 90 days after the date of*  
6   *enactment of this Act, the Comptroller General of the United*  
7   *States shall conduct a study of fees that airports assess*  
8   *against customers of transportation network companies.*

9           *(b) CONTENTS.—In carrying out the study required*  
10   *under subsection (a), the Comptroller General shall ad-*  
11   *dress—*

12           *(1) the methodology used by airports to set a fee*  
13   *for customers of TNCs;*

14           *(2) expenditures by airports of fees assessed*  
15   *against customers of TNCs; and*

16           *(3) a comparison of the fees imposed by airports*  
17   *on customers of TNCs and other comparable modes of*  
18   *for-hire transportation, such as taxi.*

19           *(c) REPORT.—Not later than 12 months after the date*  
20   *of enactment of this Act, the Comptroller General shall sub-*  
21   *mit to the Committee on Transportation and Infrastructure*  
22   *of the House of Representatives and the Committee on Com-*  
23   *merce, Science, and Transportation of the Senate a report*  
24   *on the results of the study.*

1       (d) *TRANSPORTATION NETWORK COMPANY DEFINED;*  
2 *TNC DEFINED.*—*In this section, the term “transportation*  
3 *network company” or “TNC”—*

4           (1) *means a corporation, partnership, sole pro-*  
5 *prietorship, or other entity that uses a digital net-*  
6 *work to connect riders to drivers affiliated with the*  
7 *entity in order for the driver to transport the rider*  
8 *using a vehicle owned, leased, or otherwise authorized*  
9 *for use by the driver to a point chosen by the rider;*  
10 *and*

11           (2) *does not include a shared-expense carpool or*  
12 *vanpool arrangement that is not intended to generate*  
13 *profit for the driver.*

14 **SEC. 441. SPECIAL RULE FOR RECLASSIFICATION OF CER-**  
15 **TAIN UNCLASSIFIED AIRPORTS.**

16 (a) *REQUEST FOR RECLASSIFICATION.*—

17           (1) *IN GENERAL.*—*Not later than September 30,*  
18 *2024, a privately owned reliever airport (as such*  
19 *term is defined in section 47102 of title 49, United*  
20 *States Code) that is identified as unclassified in the*  
21 *National Plan of Integrated Airport Systems, 2021–*  
22 *2025 (as published under section 47103 of title 49,*  
23 *United States Code) may submit to the Secretary of*  
24 *Transportation a request to reclassify the airport ac-*

1        *ording to the criteria used to classify a publicly*  
2        *owned airport.*

3            (2) *REQUIRED INFORMATION.*—*In submitting a*  
4        *request under paragraph (1), a privately owned re-*  
5        *liever airport shall include the following information:*

6            (A) *A sworn statement and accompanying*  
7        *documentation that demonstrates how the airport*  
8        *would satisfy the requirements of Federal Avia-*  
9        *tion Administration Order 5090.5, titled “For-*  
10       *mulation of the NPIAS and ACIP” (or any suc-*  
11       *cessor guidance), to be classified as “Local” or*  
12       *“Basic” if the airport was publicly owned.*

13           (B) *A report that—*

14            (i) *identifies the role of the airport to*  
15        *the aviation system; and*

16            (ii) *describes the long-term fiscal via-*  
17        *bility of the airport based on demonstrated*  
18        *aeronautical activity and associated reve-*  
19         *nues relative to ongoing operating and*  
20         *maintenance costs.*

21        (b) *ELIGIBILITY REVIEW.*—

22            (1) *IN GENERAL.*—*Not later than 60 days after*  
23        *receiving a request from a privately owned reliever*  
24        *airport under subsection (a), the Secretary shall per-*  
25        *form an eligibility review with respect to the airport,*

1 *including an assessment of the airport's safety, secu-*  
2 *urity, capacity, access, compliance with Federal grant*  
3 *assurances, and protection of natural resources and*  
4 *the quality of the environment, as prescribed by the*  
5 *Secretary.*

6 (2) *PUBLIC SPONSOR.—In performing the eligi-*  
7 *bility review under paragraph (1), the Secretary—*

8 (A) *may require the airport requesting re-*  
9 *classification to provide information regarding*  
10 *the outlook (whether positive or negative) for ob-*  
11 *taining a public sponsor; and*

12 (B) *may not require the airport to obtain*  
13 *a public sponsor.*

14 (c) *RECLASSIFICATION BY THE SECRETARY.—*

15 (1) *IN GENERAL.—Not later than 60 days after*  
16 *receiving a request from a privately owned reliever*  
17 *airport under subsection (a)(1), the Secretary shall*  
18 *grant such request if the following criteria are met:*

19 (A) *The request includes the required infor-*  
20 *mation under subsection (a)(2).*

21 (B) *The privately owned reliever airport, to*  
22 *the satisfaction of the Secretary—*

23 (i) *passes the eligibility review per-*  
24 *formed under subsection (b); or*

1                   (ii) submits a corrective action plan in  
2                   accordance with paragraph (2).

3                   (2) *CORRECTIVE ACTION PLAN.*—With respect to  
4                   a privately owned reliever airport that does not, to  
5                   the satisfaction of the Secretary, pass the eligibility  
6                   review performed under subsection (b), such airport  
7                   may resubmit to the Secretary a reclassification re-  
8                   quest along with a corrective action plan that—

9                   (A) resolves any shortcomings identified in  
10                  such eligibility review; and

11                  (B) proves that any necessary corrective ac-  
12                  tion has been completed by the airport.

13                  (d) *EFFECTIVE DATE.*—The reclassification of any  
14                  privately owned reliever airport under this section shall  
15                  take effect not later than—

16                  (1) September 30, 2026, for any request granted  
17                  under subsection (c)(1); and

18                  (2) September 30, 2027, for any request granted  
19                  after the submission of a corrective action plan under  
20                  subsection (c)(2).

21 **SEC. 442. PERMANENT SOLAR POWERED TAXIWAY EDGE**  
22 **LIGHTING SYSTEMS.**

23                  Not later than 18 months after the date of enactment  
24                  of this Act, the Administrator of the Federal Aviation Ad-  
25                  ministration shall produce an engineering brief that de-

1 *scribes the acceptable use of permanent solar powered taxi-*  
2 *way edge lighting systems at regional, local, and basic non-*  
3 *primary airports (as categorized in the most recent Na-*  
4 *tional Plan of Integrated Airport Systems).*

5 **SEC. 443. SECONDARY RUNWAYS.**

6 *In approving grants for projects with funds made*  
7 *available pursuant to title VIII of division J of the Infra-*  
8 *structure Investment and Jobs Act (Public Law 117–58)*  
9 *under the heading “Federal Aviation Administration—Air-*  
10 *port Infrastructure Grants”, the Administrator of the Fed-*  
11 *eral Aviation Administration shall consider permitting a*  
12 *nonhub or small hub airport to use such funds to extend*  
13 *secondary runways, notwithstanding the level of oper-*  
14 *ational activity as such airport.*

15 **SEC. 444. INCREASING THE ENERGY EFFICIENCY OF AIR-**  
16 **PORTS AND MEETING CURRENT AND FUTURE**  
17 **ELECTRICAL POWER DEMANDS.**

18 *(a) IN GENERAL.—Section 47140 of title 49, United*  
19 *States Code, is amended to read as follows:*

20 **“§47140. Meeting current and future electrical power**  
21 **demand**

22 *“(a) IN GENERAL.—The Secretary of Transportation*  
23 *shall establish a program under which the Secretary shall—*

24 *“(1) encourage the sponsor of each public-use*  
25 *airport to—*

1           “(A) conduct airport planning that assesses  
2           the airport’s—

3                   “(i) current and future electrical power  
4                   requirements, including—

5                           “(I) heating and cooling;

6                           “(II) on-road airport vehicles, in-  
7                           cluding ground support equipment;

8                           “(III) gate electrification; and

9                           “(IV) electric aircraft charging;

10                          and

11                          “(ii) existing electrical infrastructure  
12                          condition, location and capacity, including  
13                          base load and backup power, to meet the  
14                          current and future electrical power demand  
15                          as identified in this subparagraph; and

16                          “(B) conduct airport development to in-  
17                          crease energy efficiency or meet future electrical  
18                          power demands as identified in subparagraph  
19                          (A); and

20                          “(2) reimburse the airport sponsor for the costs  
21                          incurred in conducting the assessment under para-  
22                          graph (1).

23           “(b) GRANTS.—The Secretary may make grants from  
24           amounts made available under section 48103 to assist air-



1 port sponsors that have completed the assessment described  
2 in subsection (a)(1)—

3 “(1) to acquire or construct equipment that will  
4 increase energy efficiency at the airport; and

5 “(2) to pursue an airport development project  
6 described in subsection (a)(1)(B).”.

7 (b) *CLERICAL AMENDMENT.*—The analysis for chapter  
8 471 of title 49, United States Code, is amended by striking  
9 the item relating to section 47140 and inserting the fol-  
10 lowing:

“47140. Meeting current and future electrical power demand.”.

11 **SEC. 445. ELECTRIC AIRCRAFT INFRASTRUCTURE PILOT**  
12 **PROGRAM.**

13 (a) *IN GENERAL.*—The Secretary of Transportation  
14 may establish a pilot program under which the sponsors  
15 of public-use airports may use funds made available under  
16 chapter 471 or section 48103 of title 49, United States Code,  
17 for use at up to 10 airports to carry out—

18 (1) activities associated with the acquisition, by  
19 purchase or lease, operation, and installation of  
20 equipment to support the operations of electric air-  
21 craft, including interoperable electric vehicle charging  
22 equipment; and

23 (2) the construction or modification of infra-  
24 structure to facilitate the delivery of power or services  
25 necessary for the use of electric aircraft, including—

1                   (A) on airport utility upgrades; and

2                   (B) associated design costs.

3           (b) *ELIGIBILITY.*—A public-use airport is eligible for  
4 participation in the pilot program under this section if the  
5 Secretary finds that funds made available under subsection

6 (a) would support—

7                   (1) electric aircraft operators at such airport, or  
8 using such airport; or

9                   (2) electric aircraft operators planning to oper-  
10 ate at such airport with an associated agreement in  
11 place.

12           (c) *SUNSET.*—The pilot program established under  
13 subsection (a) shall sunset 5 years after the date of enact-  
14 ment of this Act.

15 **SEC. 446. CURB MANAGEMENT PRACTICES.**

16           Nothing in this Act shall be construed to—

17                   (1) prevent airports from engaging in curb man-  
18 agement practices, including determining and assign-  
19 ing curb designations, regulations, and to install and  
20 maintain upon any of the roadways or parts of road-  
21 ways as many curb zones as necessary to aid in the  
22 regulation, control, and inspection of passenger load-  
23 ing and unloading; or

24                   (2) prevent airports from enforcing curb zones  
25 using sensor, camera, automated license plate recogni-

1        *tion, and software technologies and issuing citations*  
2        *by mail to the registered owner of the vehicle.*

3        ***Subtitle B—Passenger Facility***  
4        ***Charges***

5        ***SEC. 461. PFC APPLICATION APPROVALS.***

6        *Section 40117(d) of title 49, United States Code, is*  
7        *amended by striking paragraph (2) and inserting the fol-*  
8        *lowing:*

9                *“(2) each project is an eligible airport-related*  
10              *project;”.*

11        ***SEC. 462. PFC AUTHORIZATION PILOT PROGRAM IMPLE-***  
12                      ***MENTATION.***

13        *Section 40117(l) of title 49, United States Code, is*  
14        *amended—*

15                *(1) in the subsection heading by striking “PILOT*  
16              *PROGRAM” and inserting “ALTERNATIVE PROCE-*  
17              *DURES”; and*

18                *(2) by striking paragraph (1) and inserting the*  
19              *following:*

20                *“(1) IN GENERAL.—In lieu of submitting an ap-*  
21              *plication under subsection (c), an eligible agency may*  
22              *impose a passenger facility charge in accordance with*  
23              *the procedures under this subsection subject to the*  
24              *limitations of this section.”.*

1 **Subtitle C—Noise and Environ-**  
2 **mental Programs and Stream-**  
3 **lining**

4 **SEC. 471. STREAMLINING CONSULTATION PROCESS.**

5 *Section 47101(h) of title 49, United States Code, is*  
6 *amended by striking “shall” and inserting “may”.*

7 **SEC. 472. REPEAL OF BURDENSOME EMISSIONS CREDIT RE-**  
8 **QUIREMENTS.**

9 *Section 47139 of title 49, United States Code, is*  
10 *amended—*

11 *(1) in subsection (a)—*

12 *(A) in the matter preceding paragraph*

13 *(1)—*

14 *(i) by striking “airport sponsors re-*  
15 *ceive” and inserting “airport sponsors may*  
16 *receive”;*

17 *(ii) by striking “carrying out projects”*  
18 *and inserting “carrying out projects, in-*  
19 *cluding projects”; and*

20 *(iii) by striking “conditions” and in-*  
21 *serting “considerations”; and*

22 *(B) in paragraph (2)—*

23 *(i) by striking “airport sponsor” and*  
24 *inserting “airport sponsor, including for an*  
25 *airport outside of a nonattainment area,”;*

1                   (ii) by striking “only”;

2                   (iii) by striking “or as offsets” and in-  
3                   serting “, as offsets”; and

4                   (iv) by striking the period at the end  
5                   and inserting “, or as part of a State im-  
6                   plementation plan.”;

7                   (2) by striking subsection (b); and

8                   (3) by redesignating subsection (c) as subsection  
9                   (b).

10 **SEC. 473. EXPEDITED ENVIRONMENTAL REVIEW AND ONE**  
11 **FEDERAL DECISION.**

12                   Section 47171 of title 49, United States Code, is  
13 amended—

14                   (1) in subsection (a) by striking “Secretary of  
15                   Transportation” and inserting “Administrator of the  
16                   Federal Aviation Administration”;

17                   (2) by striking “Secretary” in each place it ap-  
18                   pears and inserting “Administrator”;

19                   (3) in subsection (a)—

20                   (A) in the matter preceding paragraph

21                   (1)—

22                   (i) by striking “develop and”; and

23                   (ii) by striking “projects at congested  
24                   airports” and all that follows through  
25                   “aviation security projects” and inserting

1           *“projects, terminal development projects,*  
2           *general aviation airport construction or im-*  
3           *provement projects, and aviation safety*  
4           *projects”*; and

5           *(B) in paragraph (1) by striking “better”*  
6           *and inserting “streamlined”.*

7           *(4) by striking subsection (b) and inserting the*  
8           *following:*

9           *“(b) AVIATION PROJECTS SUBJECT TO A STREAM-*  
10          *LINED ENVIRONMENTAL REVIEW PROCESS.—*

11           *“(1) IN GENERAL.—Any airport capacity en-*  
12          *hancement project, terminal development project, or*  
13          *general aviation airport construction or improvement*  
14          *project shall be subject to the coordinated and exped-*  
15          *ited environmental review process requirements set*  
16          *forth in this section.*

17           *“(2) PROJECT DESIGNATION CRITERIA.—*

18           *“(A) IN GENERAL.—The Administrator*  
19          *may designate an aviation safety project for pri-*  
20          *ority environmental review. A designated project*  
21          *shall be subject to the coordinated and expedited*  
22          *environmental review process requirements set*  
23          *forth in this section.*

24           *“(B) PROJECT DESIGNATION CRITERIA.—*

25          *The Administrator shall establish guidelines for*

1           *the designation of an aviation safety project or*  
2           *aviation security project for priority environ-*  
3           *mental review. Such guidelines shall provide for*  
4           *consideration of—*

5                     *“(i) the importance or urgency of the*  
6                     *project;*

7                     *“(ii) the potential for undertaking the*  
8                     *environmental review under existing emer-*  
9                     *gency procedures under the National Envi-*  
10                    *ronmental Policy Act of 1969 (42 U.S.C.*  
11                    *4321 et seq.);*

12                    *“(iii) the need for cooperation and con-*  
13                    *current reviews by other Federal or State*  
14                    *agencies; and*

15                    *“(iv) the prospect for undue delay if*  
16                    *the project is not designated for priority re-*  
17                    *view.”;*

18                    *(5) in subsection (c) by striking “an airport ca-*  
19                    *capacity enhancement project at a congested airport or*  
20                    *a project designated under subsection (b)(3)” and in-*  
21                    *serting “a project described or designated under sub-*  
22                    *section (b)”;*

23                    *(6) in subsection (d) by striking “each airport*  
24                    *capacity enhancement project at a congested airport*  
25                    *or a project designated under subsection (b)(3)” and*

1        *inserting “a project described or designated under*  
2        *subsection (b)”;*

3            *(7) in subsection (h) by striking “designated*  
4        *under subsection (b)(3)” and all that follows through*  
5        *“congested airports” and inserting “described in sub-*  
6        *section (b)(1)”;*

7            *(8) in subsection (j)—*

8            *(A) by striking “For any” and inserting the*  
9        *following:*

10        *“(1) IN GENERAL.—For any”; and*

11        *(B) by adding at the end the following:*

12        *“(2) DEADLINE.—The Administrator shall define*  
13        *the purpose and need of a project not later than 45*  
14        *days after receipt of a draft purpose and need state-*  
15        *ment (or revision thereof that materially affects a*  
16        *statement previously prepared or accepted by the Ad-*  
17        *ministrator) from an airport sponsor. The Adminis-*  
18        *trator shall provide airport sponsors with appropriate*  
19        *guidance to implement any applicable requirements.”;*

20            *(9) in subsection (k)—*

21            *(A) by striking “an airport capacity en-*  
22        *hancement project at a congested airport or a*  
23        *project designated under subsection (b)(3)” and*  
24        *inserting “a project described or designated*  
25        *under subsection (b)”;*



1           (B) by striking “project shall consider” and  
2           inserting the following:

3           “project shall—

4           “(1) consider”;

5           (C) by striking the period at the end and  
6           inserting “; and”; and

7           (D) by adding at the end the following:

8           “(2) limit the comments of the agency to—

9           “(A) subject matter areas within the special  
10           expertise of the agency; and

11           “(B) changes necessary to ensure the agency  
12           is carrying out the obligations of that agency  
13           under the National Environmental Policy Act of  
14           1969 and other applicable law.”;

15           (10) in subsection (l) by striking the period at  
16           the end and inserting “and section 1503 of title 40,  
17           Code of Federal Regulations.”; and

18           (11) by striking subsection (m) and inserting the  
19           following:

20           “(m) COORDINATION AND SCHEDULE.—

21           “(1) COORDINATION PLAN.—

22           “(A) IN GENERAL.—Not later than 90 days  
23           after the date of publication of a notice of intent  
24           to prepare an environmental impact statement  
25           or the initiation of an environmental assessment,

1           *the Administrator of the Federal Aviation Ad-*  
2           *ministration shall establish a plan for coordi-*  
3           *nating public and agency participation in and*  
4           *comment on the environmental review process for*  
5           *a project described or designated under sub-*  
6           *section (b). The coordination plan may be incor-*  
7           *porated into a memorandum of understanding.*

8           “(B) *SCHEDULE.—*

9           “(i) *IN GENERAL.—The Administra-*  
10          *tion shall establish as part of such coordina-*  
11          *tion plan, after consultation with and the*  
12          *concurrence of each participating agency for*  
13          *the project and with the State in which the*  
14          *project is located (and, if the State is not*  
15          *the project sponsor, with the project spon-*  
16          *sor), a schedule for—*

17                “(I) *interim milestones and dead-*  
18                *lines for agency activities necessary to*  
19                *complete the environmental review;*  
20                *and*

21                “(II) *completion of the environ-*  
22                *mental review process for the project.*

23           “(ii) *FACTORS FOR CONSIDERATION.—*

24           *In establishing the schedule under clause (i),*

1           *the Administration shall consider factors*  
2           *such as—*

3                     *“(I) the responsibilities of partici-*  
4                     *parting agencies under applicable laws;*

5                     *“(II) resources available to the co-*  
6                     *operating agencies;*

7                     *“(III) overall size and complexity*  
8                     *of the project;*

9                     *“(IV) the overall time required by*  
10                    *an agency to conduct an environ-*  
11                    *mental review and make decisions*  
12                    *under applicable Federal law relating*  
13                    *to a project (including the issuance or*  
14                    *denial of a permit or license) and the*  
15                    *cost of the project; and*

16                    *“(V) the sensitivity of the natural*  
17                    *and historic resources that could be af-*  
18                    *ected by the project.*

19                    *“(iii) MAXIMUM PROJECT SCHED-*  
20                    *ULE.—To the maximum extent practicable*  
21                    *and consistent with applicable Federal law,*  
22                    *the Administrator shall develop, in concur-*  
23                    *rence with the project sponsor, a maximum*  
24                    *schedule for the project described or des-*  
25                    *ignated under subsection (b) that is not*

1           *more than 2 years for the completion of the*  
2           *environmental review process for such*  
3           *projects, as measured from, as applicable*  
4           *the date of publication of a notice of intent*  
5           *to prepare an environmental impact state-*  
6           *ment to the record of decision.*

7           “(iv) *DISPUTE RESOLUTION.*—

8                     “(I) *IN GENERAL.*—*Any issue or*  
9                     *dispute that arises between the Admin-*  
10                    *istrator and participating agencies (or*  
11                    *amongst participating agencies) dur-*  
12                    *ing the environmental review process*  
13                    *will be addressed expeditiously to avoid*  
14                    *delay.*

15                   “(II)     *RESPONSIBILITIES.*—*The*  
16                    *Administrator and participating agen-*  
17                    *cies shall—*

18                             “(aa) *implement the require-*  
19                             *ments of this section consistent*  
20                             *with any dispute resolution proc-*  
21                             *ess established in an applicable*  
22                             *law, regulation, or legally binding*  
23                             *agreement to the maximum extent*  
24                             *permitted by law; and*

1                   “(bb) seek to resolve issues or  
2                   disputes at the earliest possible  
3                   time at the project level through  
4                   agency employees who have day-  
5                   to-day involvement in the project.

6                   “(III) *ELEVATION FOR MISSED*  
7                   *MILESTONE.*—If a dispute between the  
8                   Administrator and participating agen-  
9                   cies (or amongst participating agen-  
10                  cies) causes a milestone to be missed or  
11                  extended, or the Administrator antici-  
12                  pates that a permitting timetable mile-  
13                  stone will be missed or will need to be  
14                  extended, then the dispute shall be ele-  
15                  vated to an official designated by the  
16                  relevant agency for resolution. Such  
17                  elevation should take place as soon as  
18                  practicable after the Administrator be-  
19                  comes aware of the dispute or potential  
20                  missed milestone.

21                  “(IV) *EXCEPTION.*—Disputes that  
22                  do not impact the ability of an agency  
23                  to meet a milestone may be elevated as  
24                  appropriate.

1                   “(V) *FURTHER EVALUATION.*—

2                   *Once a dispute has been elevated to the*  
3                   *designated official, if no resolution has*  
4                   *been reached at the end of 30 days*  
5                   *after the relevant milestone date or ex-*  
6                   *tension date, then the relevant agencies*  
7                   *shall elevate the dispute to senior agen-*  
8                   *cy leadership for resolution.*

9                   “(C) *CONSISTENCY WITH OTHER TIME PERI-*  
10                  *ODS.*—*A schedule under subparagraph (B) shall*  
11                  *be consistent with any other relevant time peri-*  
12                  *ods established under Federal law.*

13                  “(D) *MODIFICATION.*—

14                  “(i) *IN GENERAL.*—*Except as provided*  
15                  *in clause (ii), the Administrator may*  
16                  *lengthen or shorten a schedule established*  
17                  *under subparagraph (B) for good cause. A*  
18                  *decision by a project sponsor to change,*  
19                  *modify, expand, or reduce the scope of a*  
20                  *project may be considered as good cause for*  
21                  *lengthening or shortening of such schedule*  
22                  *as appropriate and based on the nature and*  
23                  *extent of the proposed project adjustment.*

24                  “(ii) *LIMITATIONS.*—

1                   “(I) *LENGTHENED SCHEDULE.*—  
2                   *The Administrator may lengthen a*  
3                   *schedule under clause (i) for a cooper-*  
4                   *ating Federal agency by not more than*  
5                   *1 year after the latest deadline estab-*  
6                   *lished for the project described or des-*  
7                   *ignated under subsection (b) by the Ad-*  
8                   *ministration.*

9                   “(II) *SHORTENED SCHEDULE.*—  
10                  *The Administrator may not shorten a*  
11                  *schedule under clause (i) if doing so*  
12                  *would impair the ability of a cooper-*  
13                  *ating Federal agency to conduct nec-*  
14                  *essary analyses or otherwise carry out*  
15                  *relevant obligations of the Federal*  
16                  *agency for the project.*

17                  “(E) *FAILURE TO MEET DEADLINE.*—*If a*  
18                  *cooperating Federal agency fails to meet a dead-*  
19                  *line established under subparagraph (D)(ii)(I)—*

20                         “(i) *the cooperating Federal agency*  
21                         *shall, not later than 10 days after meeting*  
22                         *the deadline, submit to the Administrator a*  
23                         *report that describes the reasons why the*  
24                         *deadline was not met; and*

25                                 “(ii) *the Secretary shall—*

1                   “(I) submit to the Committee on  
2                   *Transportation and Infrastructure of*  
3                   *the House of Representatives and the*  
4                   *Committee on Commerce, Science, and*  
5                   *Transportation of the Senate a copy of*  
6                   *the report under clause (i); and*

7                   “(II) make the report under clause  
8                   (i) publicly available on the website of  
9                   the agency.

10                   “(F) *DISSEMINATION.*—A copy of a schedule  
11                   under subparagraph (B), and of any modifica-  
12                   tions to the schedule, shall be—

13                   “(i) provided to all participating agen-  
14                   cies and to the State transportation depart-  
15                   ment of the State in which the project is lo-  
16                   cated (and, if the State is not the project  
17                   sponsor, to the project sponsor); and

18                   “(ii) made available to the public.

19                   “(2) *COMMENT DEADLINES.*—The Administrator  
20                   shall establish the following deadlines for comment  
21                   during the environmental review process for a project:

22                   “(A) For comments by agencies and the  
23                   public on a draft environmental impact state-  
24                   ment, a period of not more than 60 days after  
25                   publication in the Federal Register of notice of



1           *the date of public availability of such statement,*  
2           *unless—*

3                   “(i) *a different deadline is established*  
4                   *by agreement of the lead agency, the project*  
5                   *sponsor, and all participating agencies; or*

6                   “(ii) *the deadline is extended by the*  
7                   *lead agency for good cause.*

8                   “(B) *For all other comment periods estab-*  
9                   *lished by the lead agency for agency or public*  
10                  *comments in the environmental review process, a*  
11                  *period of no more than 30 days from availability*  
12                  *of the materials on which comment is requested,*  
13                  *unless—*

14                   “(i) *a different deadline is established*  
15                   *by agreement of the Administrator, the*  
16                   *project sponsor, and all participating agen-*  
17                   *cies; or*

18                   “(ii) *the deadline is extended by the*  
19                   *lead agency for good cause.*

20                  “(3) *DEADLINES FOR DECISIONS UNDER OTHER*  
21                  *LAWS.—In any case in which a decision under any*  
22                  *Federal law relating to a project described or des-*  
23                  *ignated under subsection (b) (including the issuance*  
24                  *or denial of a permit or license) is required to be*  
25                  *made by the later of the date that is 180 days after*

1       *the date on which the Administrator made all final*  
2       *decisions of the lead agency with respect to the*  
3       *project, or 180 days after the date on which an appli-*  
4       *cation was submitted for the permit or license, the*  
5       *Administrator shall submit to the Committee on*  
6       *Transportation and Infrastructure of the House of*  
7       *Representatives and the Committee on Commerce,*  
8       *Science, and Transportation of the Senate, and pub-*  
9       *lish on the website of the Administration—*

10               *“(A) as soon as practicable after the 180-*  
11               *day period, an initial notice of the failure of the*  
12               *Federal agency to make the decision; and*

13               *“(B) every 60 days thereafter until such*  
14               *date as all decisions of the Federal agency relat-*  
15               *ing to the project have been made by the Federal*  
16               *agency, an additional notice that describes the*  
17               *number of decisions of the Federal agency that*  
18               *remain outstanding as of the date of the addi-*  
19               *tional notice.*

20               *“(4) INVOLVEMENT OF THE PUBLIC.—Nothing in*  
21       *this subsection shall reduce any time period provided*  
22       *for public comment in the environmental review proc-*  
23       *ess under existing Federal law, including a regula-*  
24       *tion.*

1       “(n) *CONCURRENT REVIEWS AND SINGLE NEPA DOC-*  
2 *UMENT.—*

3           “(1) *CONCURRENT REVIEWS.—Each partici-*  
4 *parting agency and cooperating agency under the ex-*  
5 *pedited and coordinated environmental review process*  
6 *established under this section shall—*

7           “(A) *carry out the obligations of that agen-*  
8 *cy under other applicable law concurrently, and*  
9 *in conjunction, with the review required under*  
10 *the National Environmental Policy Act of 1969*  
11 *(42 U.S.C. 4321 et seq.), unless doing so would*  
12 *impair the ability of the Federal agency to con-*  
13 *duct needed analysis or otherwise carry out such*  
14 *obligations; and*

15           “(B) *formulate and implement administra-*  
16 *tive, policy, and procedural mechanisms to en-*  
17 *able the agency to ensure completion of the envi-*  
18 *ronmental review process in a timely, coordi-*  
19 *nated, and environmentally responsible manner.*

20       “(2) *SINGLE NEPA DOCUMENT.—*

21           “(A) *IN GENERAL.—Except as inconsistent*  
22 *with subsection (a), to the maximum extent*  
23 *practicable and consistent with Federal law, all*  
24 *Federal permits and reviews for a project shall*  
25 *rely on a single environment document prepared*

1           *under the National Environmental Policy Act of*  
2           *1969 (42 U.S.C. 4321 et seq.) under the leader-*  
3           *ship of the Administrator of the Federal Avia-*  
4           *tion Administration.*

5           “(B) *USE OF DOCUMENT.—*

6                     “(i) *IN GENERAL.—To the maximum*  
7                     *extent practicable, the Administrator shall*  
8                     *develop an environmental document suffi-*  
9                     *cient to satisfy the requirements for any*  
10                    *Federal approval or other Federal action re-*  
11                    *quired for the project, including permits*  
12                    *issued by other Federal agencies.*

13                   “(ii) *COOPERATION OF PARTICIPATING*  
14                    *AGENCIES.—Other participating agencies*  
15                    *shall cooperate with the lead agency and*  
16                    *provide timely information to help the lead*  
17                    *agency carry out this subparagraph.*

18           “(C) *TREATMENT AS PARTICIPATING AND*  
19            *COOPERATING AGENCIES.—A Federal agency re-*  
20            *quired to make an approval or take an action*  
21            *for a project, as described in this paragraph,*  
22            *shall work with the Administration for the*  
23            *project to ensure that the agency making the ap-*  
24            *proval or taking the action is treated as being*

1           *both a participating and cooperating agency for*  
2           *the project.*

3           “(3) *PARTICIPATING AGENCY RESPONSIBIL-*  
4           *ITIES.—An agency participating in the expedited and*  
5           *coordinated environmental review process under this*  
6           *section shall—*

7                     “(A) *provide comments, responses, studies,*  
8                     *or methodologies on those areas within the spe-*  
9                     *cial expertise or jurisdiction of the agency; and*

10                    “(B) *use the process to address any environ-*  
11                    *mental issues of concern to the agency.*

12           “(o) *ENVIRONMENTAL IMPACT STATEMENT.—*

13                    “(1) *IN GENERAL.—In preparing a final envi-*  
14                    *ronmental impact statement under the National En-*  
15                    *vironmental Policy Act of 1969 (42 U.S.C. 4321 et*  
16                    *seq.) for a project described or designated under sub-*  
17                    *section (b), if the Administrator modifies the state-*  
18                    *ment in response to comments that are minor and are*  
19                    *confined to factual corrections or explanations of why*  
20                    *the comments do not warrant additional agency re-*  
21                    *sponse, the Administrator may write on errata sheets*  
22                    *attached to the statement instead of rewriting the*  
23                    *draft statement, subject to the condition that the er-*  
24                    *rata sheets—*

1           “(A) cite the sources, authorities, and rea-  
2           sons that support the position of the agency; and

3           “(B) if appropriate, indicate the cir-  
4           cumstances that would trigger agency re-  
5           appraisal or further response.

6           “(2) SINGLE DOCUMENT.—To the maximum ex-  
7           tent practicable, for a project subject to a coordinated  
8           review process under this section, the Administrator  
9           shall expeditiously develop a single document that  
10          consists of a final environmental impact statement  
11          and a record of decision, unless—

12           “(A) the final environmental impact state-  
13           ment or record of decision makes substantial  
14           changes to the project that are relevant to envi-  
15           ronmental or safety concerns; or

16           “(B) there is a significant new cir-  
17           cumstance or information relevant to environ-  
18           mental concerns that bears on the proposed ac-  
19           tion or the environmental impacts of the pro-  
20           posed action.

21          “(3) LENGTH OF ENVIRONMENTAL DOCUMENT.—

22           “(A) IN GENERAL.—Except as provided in  
23           subparagraph (B), an environmental impact  
24           statement shall not exceed 150 pages, not includ-  
25           ing any citations or appendices.

1           “(B) *EXTRAORDINARY COMPLEXITY.*—An  
2           *environmental impact statement for a proposed*  
3           *agency action of extraordinary complexity shall*  
4           *not exceed 300 pages, not including any cita-*  
5           *tions or appendices.*

6           “(p) *INTEGRATION OF PLANNING AND ENVIRON-*  
7           *MENTAL REVIEW.*—

8           “(1) *IN GENERAL.*—Subject to paragraph (5)  
9           *and to the maximum extent practicable and appro-*  
10           *priate, the following agencies may adopt or incor-*  
11           *porate by reference, and use a planning product in*  
12           *proceedings relating to, any class of action in the en-*  
13           *vironmental review process of a project described or*  
14           *designated under subsection (b):*

15           “(A) *The lead agency for a project, with re-*  
16           *spect to an environmental impact statement, en-*  
17           *vironmental assessment, categorical exclusion, or*  
18           *other document prepared under the National En-*  
19           *vironmental Policy Act of 1969 (42 U.S.C. 4321*  
20           *et seq.).*

21           “(B) *A cooperating agency with responsi-*  
22           *bility under Federal law with respect to the*  
23           *process for and completion of any environmental*  
24           *permit, approval, review, or study required for a*  
25           *project under any Federal law other than the*

1           *National Environmental Policy Act of 1969 (42*  
2           *U.S.C. 4321 et seq.), if consistent with that law.*

3           “(2) *IDENTIFICATION.*—*If the relevant agency*  
4           *makes a determination to adopt or incorporate by ref-*  
5           *erence and use a planning product under paragraph*  
6           *(1), such agency shall identify the agencies that par-*  
7           *ticipated in the development of the planning products.*

8           “(3) *ADOPTION OR INCORPORATION BY REF-*  
9           *ERENCE OF PLANNING PRODUCTS.*—*The relevant*  
10          *agency may—*

11                 “(A) *adopt or incorporate by reference an*  
12                 *entire planning product under paragraph (1); or*

13                 “(B) *select portions of a planning project*  
14                 *under paragraph (1) for adoption or incorpora-*  
15                 *tion by reference.*

16           “(4) *TIMING.*—*The adoption or incorporation by*  
17           *reference of a planning product under paragraph (1)*  
18           *may—*

19                 “(A) *be made at the time the relevant agen-*  
20                 *cies decide the appropriate scope of environ-*  
21                 *mental review for the project; or*

22                 “(B) *occur later in the environmental re-*  
23                 *view process, as appropriate.*

24           “(5) *CONDITIONS.*—*The relevant agency in the*  
25           *environmental review process may adopt or incor-*



1        *porate by reference a planning product under this sec-*  
2        *tion if the relevant agency determines, with the con-*  
3        *currence of the lead agency and, if the planning prod-*  
4        *uct is necessary for a cooperating agency to issue a*  
5        *permit, review, or approval for the project, with the*  
6        *concurrence of the cooperating agency, that the fol-*  
7        *lowing conditions have been met:*

8                *“(A) The planning product was developed*  
9                *through a planning process conducted pursuant*  
10               *to applicable Federal law.*

11               *“(B) The planning product was developed*  
12               *in consultation with appropriate Federal and*  
13               *State resource agencies and Indian Tribes.*

14               *“(C) The planning process included broad*  
15               *multidisciplinary consideration of systems-level*  
16               *or corridor-wide transportation needs and poten-*  
17               *tial effects, including effects on the human and*  
18               *natural environment.*

19               *“(D) The planning process included public*  
20               *notice that the planning products produced in*  
21               *the planning process may be adopted during any*  
22               *subsequent environmental review process in ac-*  
23               *cordance with this section.*

24               *“(E) During the environmental review*  
25               *process, the relevant agency has—*

1           “(i) made the planning documents  
2           available for public review and comment by  
3           members of the general public and Federal,  
4           State, local, and Tribal governments that  
5           may have an interest in the proposed  
6           project;

7           “(ii) provided notice of the intention of  
8           the relevant agency to adopt or incorporate  
9           by reference the planning product; and

10          “(iii) considered any resulting com-  
11          ments.

12          “(F) There is no significant new informa-  
13          tion or new circumstance that has a reasonable  
14          likelihood of affecting the continued validity or  
15          appropriateness of the planning product or por-  
16          tions thereof.

17          “(G) The planning product has a rational  
18          basis and is based on reliable and reasonably  
19          current data and reasonable and scientifically  
20          acceptable methodologies.

21          “(H) The planning product is documented  
22          in sufficient detail to support the decision or the  
23          results of the analysis and to meet requirements  
24          for use of the information in the environmental  
25          review process.

1           “(I) *The planning product is appropriate*  
2           *for adoption or incorporation by reference and*  
3           *use in the environmental review process for the*  
4           *project and is incorporated in accordance with,*  
5           *and is sufficient to meet the requirements of, the*  
6           *National Environmental Policy Act of 1969 (42*  
7           *U.S.C. 4321 et seq.) and section 1502.21 of title*  
8           *40, Code of Federal Regulations.*

9           “(6) *EFFECT OF ADOPTION OR INCORPORATION*  
10          *BY REFERENCE.—Any planning product or portions*  
11          *thereof adopted or incorporated by reference by the*  
12          *relevant agency in accordance with this subsection*  
13          *may be—*

14                 “(A) *incorporated directly into an environ-*  
15                 *mental review process document or other envi-*  
16                 *ronmental document; and*

17                 “(B) *relied on and used by other Federal*  
18                 *agencies in carrying out reviews of the project.*

19          “(q) *REPORT ON NEPA DATA.—*

20                 “(1) *IN GENERAL.—The Administrator of the*  
21                 *Federal Aviation Administration shall carry out a*  
22                 *process to track, and annually submit to the Com-*  
23                 *mittee on Transportation and Infrastructure of the*  
24                 *House of Representatives and the Committee on Com-*  
25                 *merce, Science, and Transportation of the Senate a*

1 *report on projects described in subsection (b)(1) that*  
2 *contains the information described in paragraph (3).*

3 “(2) *TIME TO COMPLETE.*—*For purposes of*  
4 *paragraph (3), the NEPA process—*

5 “(A) *for an environmental impact state-*  
6 *ment—*

7 “(i) *begins on the date on which a no-*  
8 *tice of intent is published in the Federal*  
9 *Register; and*

10 “(ii) *ends on the date on which the Ad-*  
11 *ministrator issues a record of decision, in-*  
12 *cluding, if necessary, a revised record of de-*  
13 *cision; and*

14 “(B) *for an environmental assessment—*

15 “(i) *begins on the date on which the*  
16 *Administrator makes a determination to*  
17 *prepare an environmental assessment; and*

18 “(ii) *ends on the date on which the Ad-*  
19 *ministrator issues a finding of no signifi-*  
20 *cant impact or determines that preparation*  
21 *of an environmental impact statement is*  
22 *necessary.*

23 “(3) *INFORMATION DESCRIBED.*—*The informa-*  
24 *tion referred to in paragraph (1) is, with respect to*  
25 *the Federal Aviation Administration—*

1           “(A) the number of proposed actions for  
2           which a categorical exclusion was applied by the  
3           Administration during the reporting period;

4           “(B) the number of proposed actions for  
5           which a documented categorical exclusion was  
6           applied by the Administration during the report-  
7           ing period;

8           “(C) the number of proposed actions pend-  
9           ing on the date on which the report is submitted  
10          for which the issuance of a documented categor-  
11          ical exclusion by the Administration is pending;

12          “(D) the number of proposed actions for  
13          which an environmental assessment was issued  
14          by the Administration during the reporting pe-  
15          riod;

16          “(E) the length of time the Administration  
17          took to complete each environmental assessment  
18          described in subparagraph (D);

19          “(F) the number of proposed actions pend-  
20          ing on the date on which the report is submitted  
21          for which an environmental assessment is being  
22          drafted by the Administration;

23          “(G) the number of proposed actions for  
24          which a final environmental impact statement

1           *was completed by the Administration during the*  
2           *reporting period;*

3           “(H) *the length of time that the Adminis-*  
4           *tration took to complete each environmental im-*  
5           *act statement described in subparagraph (G);*

6           “(I) *the number of proposed actions pend-*  
7           *ing on the date on which the report is submitted*  
8           *for which an environmental impact statement is*  
9           *being drafted; and*

10          “(J) *for the proposed actions reported under*  
11          *subparagraphs (F) and (I), the percentage of*  
12          *those proposed actions for which—*

13                 “(i) *project funding has been identi-*  
14                 *fied; and*

15                 “(ii) *all other Federal, State, and local*  
16                 *activities that are required to allow the pro-*  
17                 *posed action to proceed are completed.*

18          “(4) *DEFINITIONS.—In this section:*

19                 “(A) *ENVIRONMENTAL ASSESSMENT.—The*  
20                 *term ‘environmental assessment’ has the meaning*  
21                 *given the term in section 1508.1 of title 40, Code*  
22                 *of Federal Regulations (or a successor regula-*  
23                 *tion).*

24                 “(B) *ENVIRONMENTAL IMPACT STATE-*  
25                 *MENT.—The term ‘environmental impact state-*

1           *ment’ means a detailed statement required under*  
2           *section 102(2)(C) of the National Environmental*  
3           *Policy Act of 1969 (42 U.S.C. 4332(2)(C)).*

4           “(C) *NEPA PROCESS.*—*The term ‘NEPA*  
5           *process’ means the entirety of the development*  
6           *and documentation of the analysis required*  
7           *under the National Environmental Policy Act of*  
8           *1969 (42 U.S.C. 4321 et seq.), including the as-*  
9           *essment and analysis of any impacts, alter-*  
10           *natives, and mitigation of a proposed action,*  
11           *and any interagency participation and public*  
12           *involvement required to be carried out before the*  
13           *Administrator undertakes a proposed action.*

14           “(D) *PROPOSED ACTION.*—*The term ‘pro-*  
15           *posed action’ means an action (within the mean-*  
16           *ing of the National Environmental Policy Act of*  
17           *1969 (42 U.S.C. 4321 et seq.)) under this title*  
18           *that the Administrator proposes to carry out.*

19           “(E) *REPORTING PERIOD.*—*The term ‘re-*  
20           *porting period’ means the fiscal year prior to the*  
21           *fiscal year in which a report is issued under sub-*  
22           *section (a).”.*

23 **SEC. 474. SUBCHAPTER III DEFINITIONS.**

24           *Section 47175 of title 49, United States Code, is*  
25 *amended—*

1           (1) in paragraph (3)(A) by striking “and” at the  
2           end and inserting “or”;

3           (2) in paragraph (4)—

4                 (A) in subparagraph (A) by striking “and”  
5           at the end; and

6                 (B) in subparagraph (B)—

7                     (i) by striking “(B)”; and

8                     (ii) by redesignating clauses (i) and  
9                     (ii) as subparagraphs (B) and (C), respec-  
10           tively;

11           (3) by striking paragraph (5);

12           (4) by redesignating paragraphs (3), (1), (4),  
13           (2), (6), and (8) as paragraphs (1), (2), (3), (4), (5),  
14           and (6), respectively; and

15           (5) by adding at the end the following:

16                 “(8) *TERMINAL DEVELOPMENT.*—The term ‘ter-  
17           minal development’ has the same meaning given such  
18           term in section 47102.”.

19   **SEC. 475. PILOT PROGRAM EXTENSION.**

20           Section 190(i) of the *FAA Reauthorization Act of 2018*  
21           (49 U.S.C. 47104 note) is amended by striking “5 years”  
22           and all that follows through the period at the end and in-  
23           serting “on October 1, 2028.”.



1 **SEC. 476. PART 150 NOISE STANDARDS UPDATE.**

2       (a) *IN GENERAL.*—Not later than 1 year after the date  
3 of enactment of this Act, the Administrator of the Federal  
4 Aviation Administration shall review and revise part 150  
5 of title 14, Code of Federal Regulations, to reflect all rel-  
6 evant laws and regulations, including part 161 of title 14,  
7 Code of Federal Regulations.

8       (b) *OUTREACH.*—As part of the review conducted  
9 under subsection (a), the Administrator shall clarify exist-  
10 ing and future noise policies and standards and seek feed-  
11 back from airports, airport users, and individuals living  
12 in the vicinity of airports before implementing any changes  
13 to any noise policies or standards.

14       (c) *BRIEFING.*—Not later than 90 days after the date  
15 of enactment of this Act, and every 6 months thereafter, the  
16 Administrator shall brief the Committee on Transportation  
17 and Infrastructure of the House of Representatives and the  
18 Committee on Commerce, Science, and Transportation of  
19 the Senate regarding the review conducted under subsection  
20 (a).

21       (d) *SUNSET.*—The requirement under subsection (c)  
22 shall terminate on September 30, 2028.

23 **SEC. 477. REDUCING COMMUNITY AIRCRAFT NOISE EXPO-**  
24 **SURE.**

25       *In implementing or revising a flight procedure, the*  
26 *Administrator of the Federal Aviation Administration shall*

1 *seek to take the following actions (to the extent that such*  
2 *actions do not negatively affect aviation safety or efficiency)*  
3 *to reduce undesirable aircraft noise:*

4           (1) *Implement flight procedures that can miti-*  
5 *gate the impact of aircraft noise.*

6           (2) *Work with airport sponsors and potentially*  
7 *impacted neighboring communities in establishing or*  
8 *modifying aircraft arrival and departure routes.*

9           (3) *Discourage local encroachment of residential*  
10 *or other buildings near airports that could create fu-*  
11 *ture aircraft noise complaints or impact airport oper-*  
12 *ations or aviation safety.*

13 **SEC. 478. CATEGORICAL EXCLUSIONS.**

14           (a) *CATEGORICAL EXCLUSION FOR PROJECTS OF LIM-*  
15 *ITED FEDERAL ASSISTANCE.*—*An action by the Adminis-*  
16 *trator of the Federal Aviation Administration to approve,*  
17 *permit, finance, or otherwise authorize any airport project*  
18 *that is undertaken by the sponsor, owner, or operator of*  
19 *a public-use airport shall be presumed to be covered by a*  
20 *categorical exclusion under Federal Aviation Administra-*  
21 *tion Order 1050.1F, or any successor document, if such*  
22 *project—*

23           (1) *receives less than \$6,000,000 (as adjusted an-*  
24 *nually by the Administrator to reflect any increases*  
25 *in the Consumer Price Index prepared by the Depart-*

1        *ment of Labor) of Federal funds or funds from*  
2        *charges collected under section 40117 of title 49,*  
3        *United States Code; or*

4                *(2) with a total estimated cost of not more than*  
5        *\$35,000,000 (as adjusted annually by the Adminis-*  
6        *trator to reflect any increases in the Consumer Price*  
7        *Index prepared by the Department of Labor) and*  
8        *Federal funds comprising less than 15 percent of the*  
9        *total estimated project cost.*

10        *(b) CATEGORICAL EXCLUSION IN EMERGENCIES.—An*  
11        *action by the Administrator to approve, permit, finance,*  
12        *or otherwise authorize an airport project that is undertaken*  
13        *by the sponsor, owner, or operator of a public-use airport*  
14        *shall be presumed to be covered by a categorical exclusion*  
15        *under Federal Aviation Administration Order 1050.1F, or*  
16        *any successor document, if such project is—*

17                *(1) for the repair or reconstruction of any air-*  
18        *port facility, runway, taxiway, or similar structure*  
19        *that is in operation or under construction when dam-*  
20        *aged by an emergency declared by the Governor of the*  
21        *State and concurred in by the Administrator, or for*  
22        *a disaster or emergency declared by the President*  
23        *pursuant to the Robert T. Stafford Disaster Relief*  
24        *and Emergency Assistance Act (42 U.S.C. 5121 et*  
25        *seq.);*

1           (2) *in the same location with the same capacity,*  
2           *dimensions, and design as the original airport facil-*  
3           *ity, runway, taxiway, or similar structure as before*  
4           *the declaration described in this section; and*

5           (3) *commenced within a 2-year period beginning*  
6           *on the date of a declaration described in this section.*

7           (c) *EXTRAORDINARY CIRCUMSTANCES.—The presump-*  
8           *tion that an action is covered by a categorical exclusion*  
9           *under subsections (a) and (b) shall not apply if the Admin-*  
10           *istrator determines that extraordinary circumstances exist*  
11           *with respect to such action.*

12           (d) *RULE OF CONSTRUCTION.—Nothing in this section*  
13           *shall be construed to impact any aviation safety authority*  
14           *of the Administrator.*

15           (e) *DEFINITIONS.—In this section:*

16           (1) *CATEGORICAL EXCLUSION.—The term “cat-*  
17           *egorical exclusion” has the meaning given the term in*  
18           *section 1508.1(d) of title 40, Code of Federal Regula-*  
19           *tions.*

20           (2) *PUBLIC-USE AIRPORT; SPONSOR.—The terms*  
21           *“public-use airport” and “sponsor” have the meaning*  
22           *given such terms in section 47102 of title 49, United*  
23           *States Code.*

1 **SEC. 479. CRITICAL HABITAT ON OR NEAR AIRPORT PROP-**  
2 **ERTY.**

3 (a) *FEDERAL AGENCY REQUIREMENTS.*—*The Admin-*  
4 *istrator of the Federal Aviation Administration, to the*  
5 *maximum extent practicable, shall collaborate with the*  
6 *heads of appropriate Federal agencies to ensure that des-*  
7 *ignations of critical habitat, as such term is defined in sec-*  
8 *tion 3 of the Endangered Species Act of 1973 (16 U.S.C.*  
9 *1532), on or near airport property do not—*

10 (1) *result in conflicting statutory, regulatory, or*  
11 *Federal grant assurance requirements for airports or*  
12 *aircraft operators;*

13 (2) *interfere with the safe operation of aircraft;*  
14 *or*

15 (3) *occur on airport-owned lands that have be-*  
16 *come attractive habitat for a threatened or endan-*  
17 *gered species because such lands—*

18 (A) *have been prepared for future develop-*  
19 *ment;*

20 (B) *have been designated as noise buffer*  
21 *land; or*

22 (C) *are held by the airport to prevent en-*  
23 *croachment of uses that are incompatible with*  
24 *airport operations.*

25 (b) *STATE REQUIREMENTS.*—*In a State in which a*  
26 *State agency is authorized to designate land on or near air-*

1 port property for the conservation of a threatened or endan-  
2 gered species in the State, the Administrator, to the max-  
3 imum extent practicable, shall collaborate with the State  
4 in the same manner as the Administrator collaborates with  
5 the heads of Federal agencies under subsection (a).

6 **SEC. 480. UPDATING PRESUMED TO CONFORM LIMITS.**

7 Not later than 24 months after the date of enactment  
8 of this Act, the Administrator of the Federal Aviation Ad-  
9 ministration shall take such actions as are necessary to up-  
10 date the Administration's list of actions that are presumed  
11 to conform to a State implementation plan pursuant to sec-  
12 tion 93.153(f) of title 40, Code of Federal Regulations, to  
13 include projects relating to the construction of aircraft  
14 hangars.

15 **SEC. 481. RECOMMENDATIONS ON REDUCING ROTORCRAFT**

16 **NOISE IN DISTRICT OF COLUMBIA.**

17 (a) *STUDY.*—The Comptroller General of the United  
18 States shall conduct a study on reducing rotorcraft noise  
19 in the District of Columbia.

20 (b) *CONTENTS.*—The study conducted under subsection  
21 (a) shall consider—

22 (1) the extent to which military operators con-  
23 sider operating over unpopulated areas outside of the  
24 District of Columbia for training missions;

1           (2) *the extent to which vehicles or aircraft other*  
2           *than conventional rotorcraft (such as unmanned air-*  
3           *craft) could be used for emergency and law enforce-*  
4           *ment response; and*

5           (3) *the extent to which relevant operators and*  
6           *entities have assessed and addressed, as appropriate,*  
7           *the noise impacts of various factors of operating*  
8           *rotorcraft, including, at a minimum—*

9                   (A) *altitude;*

10                   (B) *the number of flights;*

11                   (C) *flight paths;*

12                   (D) *time of day of flights;*

13                   (E) *types of aircraft;*

14                   (F) *operating procedures; and*

15                   (G) *pilot training.*

16           (c) *REPORT.—Not later than 1 year after the date of*  
17           *enactment of this Act, the Comptroller General of the United*  
18           *States shall brief the Committee on Transportation and In-*  
19           *frastructure of the House of Representatives and the Com-*  
20           *mittee on Commerce, Science, and Transportation of the*  
21           *Senate on preliminary observations with a report to follow*  
22           *at a date agreed upon at the time of the briefing con-*  
23           *taining—*

24                   (1) *the contents of the study conducted under*  
25           *subsection (a); and*

1           (2) *any recommendations for the reduction of*  
2           *rotorcraft noise in the District of Columbia.*

3           (d) *RELEVANT OPERATORS AND ENTITIES DE-*  
4 *FINED.—In this section, the term “relevant operators and*  
5 *entities” means—*

6           (1) *the Chief of Police of the Metropolitan Police*  
7           *Department of the District of Columbia;*

8           (2) *any medical rotorcraft operator that rou-*  
9           *tinely flies a rotorcraft over the District of Columbia;*  
10          *and*

11          (3) *any other operator that routinely flies a*  
12          *rotorcraft over the District of Columbia.*

13 **SEC. 482. UFP STUDY.**

14          (a) *IN GENERAL.—Not later than 180 days after the*  
15 *date of enactment of this Act, the Administrator of the Fed-*  
16 *eral Aviation Administration shall enter into an agreement*  
17 *with the National Academies under which the National Re-*  
18 *search Council shall carry out a study examining airborne*  
19 *ultrafine particles and the effect of such particles on human*  
20 *health.*

21          (b) *SCOPE OF STUDY.—The study conducted under*  
22 *subsection (a) shall—*

23           (1) *summarize the relevant literature and studies*  
24           *done on airborne UPFs worldwide;*

25           (2) *focus on large hub airports;*



1           (3) *examine airborne UFPs and their potential*  
2 *effect on human health, including—*

3           (A) *characteristics of UFPs present in the*  
4 *air;*

5           (B) *spatial and temporal distributions of*  
6 *UFP concentrations;*

7           (C) *primary sources of UFPs;*

8           (D) *the contribution of aircraft and airport*  
9 *operations to the distribution of UFP concentra-*  
10 *tions compared to other sources;*

11           (E) *potential health effects associated with*  
12 *elevated UFP exposures, including outcomes re-*  
13 *lated to cardiovascular disease, respiratory infec-*  
14 *tion and disease, degradation of neurocognitive*  
15 *functions, and other health effects; and*

16           (F) *potential UFP exposures, especially to*  
17 *susceptible groups;*

18           (4) *identify measures intended to reduce the re-*  
19 *lease of UFPs; and*

20           (5) *identify information gaps related to under-*  
21 *standing potential relationships between UFP expo-*  
22 *sure and health effects, contributions of aviation-re-*  
23 *lated emissions to UFP exposures, and the effective-*  
24 *ness of mitigation measures.*

1           (c) *COORDINATION.*— *The Administrator may coordi-*  
2 *nate with the heads of such other agencies that the Adminis-*  
3 *trator considers appropriate to provide data and other as-*  
4 *sistance necessary for the study.*

5           (d) *REPORT.*—*Not later than 180 days after the Na-*  
6 *tional Research Council submits of the results of the study*  
7 *to the Administrator, the Administrator shall submit to the*  
8 *Committee on Transportation and Infrastructure of the*  
9 *House of Representatives and the Committee on Commerce,*  
10 *Science, and Transportation of the Senate a report con-*  
11 *taining the results of the study carried out under subsection*  
12 *(a), including any recommendations based on such study.*

13           (e) *DEFINITION OF ULTRAFINE PARTICLE.*—*In this*  
14 *section, the terms “ultrafine particle” and “UFP” mean*  
15 *particles with diameters less than or equal to 100 nano-*  
16 *meters.*

17 **SEC. 483. AVIATION AND AIRPORT COMMUNITY ENGAGE-**  
18 **MENT.**

19           (a) *ESTABLISHMENT OF TASK FORCE.*—

20               (1) *IN GENERAL.*—*Not later than 90 days after*  
21 *the date of enactment of this Act, the Administrator*  
22 *of the Federal Aviation Administration shall establish*  
23 *an airport community of interest task force (in this*  
24 *section referred to as the “Task Force”) to evaluate*  
25 *and improve existing processes and mechanisms for*

1 *engaging communities impacted by airport develop-*  
2 *ment and aviation operations.*

3 (2) *ACTIVITIES.—The Task Force shall—*

4 (A) *review research on aircraft noise im-*  
5 *acts to identify potential actions the Adminis-*  
6 *trator could take;*

7 (B) *review processes and practices of the*  
8 *Administration for engaging communities prior*  
9 *to or after air traffic pattern changes that im-*  
10 *act such communities, including with how such*  
11 *processes and practices compare to best practices*  
12 *from organizations with expertise in grassroots*  
13 *community organizing and collaboration;*

14 (C) *assess Federal efforts to mitigate noise*  
15 *impacts on communities, including costs and*  
16 *benefits of such efforts;*

17 (D) *assess the various actions that State*  
18 *and local government officials and community*  
19 *planners could take when considering changes to*  
20 *airport infrastructure, including planned airport*  
21 *projects or surrounding airport community de-*  
22 *velopments;*

23 (E) *identify potential improvements to Fed-*  
24 *eral, State, and local airport development policy*  
25 *and planning processes to better balance which*

1            *communities experience negative externalities as*  
2            *a result of airport operations;*

3            *(F) consider guidance to airports and air-*  
4            *port communities to improve engagement with*  
5            *the Administration, as recommended by the doc-*  
6            *ument titled “Aircraft Noise: FAA Could Im-*  
7            *prove Outreach Through Enhanced Noise*  
8            *Metrics, Communication, and Support to Com-*  
9            *munities”, issued in September 2021 (GAO–21–*  
10           *103933);*

11           *(G) consider mechanisms and opportunities*  
12           *for the Administration to facilitate better ex-*  
13           *change of helicopter noise information with oper-*  
14           *ators in communities adversely impacted by heli-*  
15           *copter noise, as recommended by the Comptroller*  
16           *General in the document titled “Aircraft Noise:*  
17           *Better Information Sharing Could Improve Re-*  
18           *sponses to Washington, D.C. Area Helicopter*  
19           *Noise Concerns” (GAO–21–200); and*

20           *(H) review air traffic controller guidance*  
21           *on use and development of noise abatement pro-*  
22           *cedures of the Administration to identify areas*  
23           *for improvement or efficiency that do not ad-*  
24           *versely impact aviation safety.*

25           *(3) COMPOSITION.—*

1           (A) *APPOINTMENT.*—*The Administrator*  
2           *shall appoint the members of the Task Force.*

3           (B) *CHAIRPERSON.*—*The Task Force shall*  
4           *be chaired by the Administrator’s executive level*  
5           *designee.*

6           (C) *REPRESENTATION.*—*The Task Force*  
7           *shall be comprised of representatives from—*

8                   (i) *airport communities or a represent-*  
9                   *ative organization of an airport commu-*  
10                  *nity;*

11                  (ii) *airport operators;*

12                  (iii) *airlines;*

13                  (iv) *experts with specific knowledge of*  
14                  *air traffic planning;*

15                  (v) *aircraft manufacturers;*

16                  (vi) *local government officials; and*

17                  (vii) *such other representatives as the*  
18                  *Administrator considers appropriate.*

19           (4) *COMPENSATION.*—*Members of the Task Force*  
20           *shall serve without compensation.*

21           (5) *NONAPPLICABILITY OF FACA.*—*Chapter 10 of*  
22           *title 5, United States Code, shall not apply to the*  
23           *Task Force established under this section.*

24           (6) *CONSULTATION.*—*The Task Force shall, as*  
25           *appropriate, consult with relevant experts and stake-*

1 *holders not listed in paragraph (3)(C) in conducting*  
2 *the activities described in paragraph (2).*

3 (7) *REPORTS.—*

4 (A) *RECOMMENDATIONS.—Not later than 1*  
5 *year after the date of the establishment of the*  
6 *Task Force and every year thereafter through fis-*  
7 *cal year 2028, the Task Force shall provide to*  
8 *the Committee on Transportation and Infra-*  
9 *structure of the House of Representatives, the*  
10 *Committee on Commerce, Science, and Transpor-*  
11 *tation of the Senate, and the Administrator rec-*  
12 *ommendations to improve the processes and*  
13 *mechanisms for engaging communities impacted*  
14 *by airport development and aviation operations.*

15 (B) *BRIEFING.—Not later than 60 days*  
16 *after the submission of the annual recommenda-*  
17 *tions under subparagraph (A), the Administrator*  
18 *shall brief the committees described in such sub-*  
19 *paragraph on any plans of the Administration*  
20 *to implement the recommendations of the Task*  
21 *Force, including explanations for each of the rec-*  
22 *ommendations the Administrator does not intend*  
23 *to adopt.*

24 (b) *ENGAGEMENT EVENTS.—*

1           (1) *ANNUAL EVENT.*—*The Administrator shall*  
2 *seek to convene at least 1 annual event in each geo-*  
3 *graphic region of the Administration to engage with*  
4 *aviation communities on issues of regional import.*

5           (2) *PURPOSE.*—*The purpose of the engagement*  
6 *events described under paragraph (1) shall be to foster*  
7 *open and transparent communication between the*  
8 *Federal Government and aviation-impacted commu-*  
9 *nities prior to, during, and after decision making at*  
10 *the Federal level.*

11           (3) *TOPICS OF CONSIDERATION.*—*The topics of*  
12 *consideration of such engagement events shall be ap-*  
13 *proved by the Regional Administrator or the Regional*  
14 *Community Engagement Officer of the applicable re-*  
15 *gion, in consultation with regional interest groups.*  
16 *Topic areas shall be driven by local and regional feed-*  
17 *back and may focus on—*

18                   (A) *noise concerns from low-flying commer-*  
19 *cial aircraft;*

20                   (B) *purchase and installation of aircraft*  
21 *noise reduction measures;*

22                   (C) *new development projects in close prox-*  
23 *imity to airports and realistic noise expectations*  
24 *for such projects;*

1           (D) proposed airport expansion projects  
2 and the potential noise implications of such  
3 projects;

4           (E) the establishment of new, or changes to  
5 existing, approach and departure routes and the  
6 community impacts of such changes;

7           (F) upcoming events with an aviation com-  
8 ponent; or

9           (G) any other topic or issue considered rel-  
10 evant by an aviation-impacted community.

11 (4) PARTICIPATION.—

12           (A) COORDINATION.—All events described in  
13 paragraph (3) shall be convened by or in coordi-  
14 nation with the regional offices of the Adminis-  
15 tration.

16           (B) ATTENDANCE BY REPRESENTATIVES.—  
17 The Administrator shall ensure representatives  
18 from relevant program offices of the Administra-  
19 tion are in attendance at such events.

20           (C) APPROPRIATE PARTICIPATION.—The  
21 Administrator shall collaborate with community  
22 groups at the State, municipal, city, or local  
23 government level to ensure appropriate partici-  
24 pation by as many relevant parties on a given



1           *issue as practicable. Such relevant parties may*  
2           *include—*

3                     *(i) State or local government officials;*

4                     *(ii) local or municipal planning and*  
5                     *zoning officials;*

6                     *(iii) neighborhood representatives;*

7                     *(iv) aircraft operators, flight school*  
8                     *representatives, or other local aviation enti-*  
9                     *ties;*

10                    *(v) airport operators; and*

11                    *(vi) any other parties as appropriate.*

12                    *(D) COORDINATION.—The Administrator*  
13                    *shall coordinate Federal participation that is not*  
14                    *under the Administration through the Federal*  
15                    *Interagency Committee on Aviation Noise to en-*  
16                    *courage appropriate Federal representation at*  
17                    *all such events, based on the topic areas of con-*  
18                    *sideration.*

19   **SEC. 484. COMMUNITY COLLABORATION PROGRAM.**

20            *(a) ESTABLISHMENT.—Not later than 90 days after*  
21            *the date of enactment of this Act, the Administrator of the*  
22            *Federal Aviation Administration shall establish a Commu-*  
23            *nity Collaboration Program (in this section referred to as*  
24            *the “Program”) within the Office for Policy, International*  
25            *Affairs, and Environment of the Administration.*

1       (b) *STAFF.*—*The Program shall be comprised of rep-*  
2 *resentatives from—*

3           (1) *the Office for Policy, International Affairs,*  
4 *and Environment of the Administration;*

5           (2) *the Office of Airports of the Administration;*

6           (3) *the Air Traffic Organization of the Adminis-*  
7 *tration; and*

8           (4) *other entities as considered appropriate by*  
9 *the Administrator.*

10       (c) *RESPONSIBILITIES.*—

11           (1) *IN GENERAL.*—*The Program shall facilitate*  
12 *and harmonize, as appropriate, policies and proce-*  
13 *dures carried out by the entities listed in subsection*  
14 *(b) pertaining to community engagement relating*  
15 *to—*

16                   (A) *airport planning and development;*

17                   (B) *noise and environmental policy;*

18                   (C) *NextGen implementation;*

19                   (D) *air traffic route changes;*

20                   (E) *integration of new and emerging en-*  
21 *trants; and*

22                   (F) *other topics with respect to which com-*  
23 *munity engagement is critical to program suc-*  
24 *cess.*

1           (2) *SPECIFIED RESPONSIBILITIES.*—*The respon-*  
2           *sibilities of the Program lead shall include—*

3                   (A) *the establishment of, and membership*  
4                   *selection for, the Airport Community of Interest*  
5                   *Task Force, established under section 483;*

6                   (B) *joint execution with Federal Aviation*  
7                   *Administration Regional Administrators of re-*  
8                   *gional community engagement events, as de-*  
9                   *scribed in section 483;*

10                  (C) *updating the internal guidance of the*  
11                  *Administration for community engagement based*  
12                  *on recommendations from such Task Force and*  
13                  *best practices of other Federal agencies and ex-*  
14                  *ternal organizations with expertise in commu-*  
15                  *nity engagement;*

16                  (D) *coordinating with the Air Traffic Orga-*  
17                  *nization on community engagement efforts re-*  
18                  *lated to air traffic procedure changes to ensure*  
19                  *that impacted communities are consulted in a*  
20                  *meaningful way;*

21                  (E) *oversight of Regional Ombudsmen of the*  
22                  *Administration;*

23                  (F) *oversight, streamlining, and increasing*  
24                  *the responsiveness of the noise complaint process*  
25                  *of the Administration by—*

- 1                   (i) centralizing noise complaint data  
2                   and improving data collection methodolo-  
3                   gies;
- 4                   (ii) increasing public accessibility to  
5                   such Regional Ombudsmen;
- 6                   (iii) ensuring such Regional Ombuds-  
7                   men are consulted in local air traffic proce-  
8                   dure development decisions;
- 9                   (iv) collecting feedback from such Re-  
10                  gional Ombudsmen to inform national pol-  
11                  icymaking efforts; and
- 12                  (v) other recommendations made by the  
13                  Airport Community of Interest Task Force;
- 14                  (G) timely implementation of the rec-  
15                  ommendations, as appropriate, made by the  
16                  Comptroller General of the United States to the  
17                  Secretary of Transportation contained in the re-  
18                  port titled “Aircraft Noise: FAA Could Improve  
19                  Outreach Through Enhanced Noise Metrics,  
20                  Communication, and Support to Communities”,  
21                  issued in September 2021 (GAO–21–103933) to  
22                  improve the outreach of the FAA to local commu-  
23                  nities impacted by aircraft noise, including—
- 24                  (i) any recommendations to—

1                   (I) identify appropriate supple-  
2                   mental metrics for assessing noise im-  
3                   pacts and circumstances for their use  
4                   to aid in the internal assessment of the  
5                   Administration of noise impacts re-  
6                   lated to proposed flight path changes;

7                   (II) update guidance to incor-  
8                   porate additional tools to more clearly  
9                   convey expected impacts, such as other  
10                  noise metrics and visualization tools;  
11                  and

12                  (III) improve guidance to airports  
13                  and communities on effectively engag-  
14                  ing with the Administration; and

15                  (ii) any other recommendations in-  
16                  cluded in the report that would assist the  
17                  agency in improving outreach to commu-  
18                  nities affected by aircraft noise; and

19                  (H) other responsibilities as considered ap-  
20                  propriate by the Administrator.

21           (d) REPORT.—Not later than 2 years after the Admin-  
22           istrator implements the recommendations described in sub-  
23           section (c)(2)(H), the Administrator shall brief the Com-  
24           mittee on Transportation and Infrastructure of the House

1 of Representatives and the Committee on Commerce,  
2 Science, and Transportation of the Senate describing—

3           (1) the implementation of each such rec-  
4 ommendation;

5           (2) how any recommended actions are assisting  
6 the Administrator in improving outreach to commu-  
7 nities affected by aircraft noise and other community  
8 engagement concerns; and

9           (3) any challenges or barriers that limit or pre-  
10 vent the ability of the Administrator to take such ac-  
11 tions.

12 **SEC. 485. THIRD PARTY STUDY ON AVIATION NOISE**  
13 **METRICS.**

14           (a) *STUDY.*—Not later than 180 days after the date  
15 of enactment of this Act, the Administrator of the Federal  
16 Aviation Administration shall enter into an agreement with  
17 the National Academies to conduct a study on aviation  
18 noise metrics.

19           (b) *CONTENTS.*—The study required under subsection  
20 (a) shall include an assessment of—

21           (1) the efficacy of the day-night average sound  
22 level (in this section referred to as “DNL”) noise met-  
23 ric compared to other alternative models;

1           (2) *the disadvantages of the DNL noise metric in*  
2           *effect as of the date of enactment of this Act compared*  
3           *to other alternative models;*

4           (3) *any potential changes that should be made to*  
5           *the DNL noise metric in effect as of the date of enact-*  
6           *ment of this Act; and*

7           (4) *the data collected by the Neighborhood Envi-*  
8           *ronmental Survey of the Administration using alter-*  
9           *native noise metrics.*

10          (c) *REPORT TO CONGRESS.—Not later than 2 years*  
11          *after the date of enactment of this Act, the National Acad-*  
12          *emies shall submit to the Administrator, the Committee on*  
13          *Transportation and Infrastructure of the House of Rep-*  
14          *resentatives, and the Committee on Commerce, Science, and*  
15          *Transportation of the Senate a report—*

16                 (1) *on the results of the study described in sub-*  
17                 *section (a); and*

18                 (2) *containing recommendations regarding the*  
19                 *most appropriate metric to adequately assess the pub-*  
20                 *lic health impacts of aircraft noise.*

21          **SEC. 486. INFORMATION SHARING REQUIREMENT.**

22                 (a) *IN GENERAL.—Not later than 180 days after the*  
23                 *date of enactment of this Act, the Secretary of Transpor-*  
24                 *tation, acting through the Administrator of the Federal*  
25                 *Aviation Administration, shall establish a mechanism to*

1 *make helicopter noise complaint data accessible to the Fed-*  
2 *eral Aviation Administration, to helicopter operators oper-*  
3 *ating in the Washington, D.C. area, and to the public on*  
4 *a website of the Administration, based on the recommenda-*  
5 *tion of the Government Accountability Office in the report*  
6 *published on January 7, 2021, titled “Aircraft Noise: Better*  
7 *Information Sharing Could Improve Responses to Wash-*  
8 *ington, D.C. Area Helicopter Noise Concerns”.*

9 (b) *COOPERATION.*—*Any helicopter operator operating*  
10 *in the Washington, D.C. area shall provide helicopter noise*  
11 *complaint data to the Federal Aviation Administration*  
12 *through the mechanism established under subsection (a).*

13 (c) *DEFINITIONS.*—*In this section:*

14 (1) *HELICOPTER NOISE COMPLAINT DATA.*—*The*  
15 *term “helicopter noise complaint data”—*

16 (A) *means general data relating to a com-*  
17 *plaint made by an individual about helicopter*  
18 *noise in the Washington, D.C. area and may in-*  
19 *clude—*

20 (i) *the location and description of the*  
21 *event that is the subject of the complaint;*

22 (ii) *the start and end time of such*  
23 *event;*

24 (iii) *a description of the aircraft that*  
25 *is the subject of the complaint; and*



1                   (iv) the airport name associated with  
2                   such event; and

3                   (B) does not include the personally identifi-  
4                   able information of the individual who submitted  
5                   the complaint.

6                   (2) WASHINGTON, D.C. AREA.—The term “Wash-  
7                   ington, D.C. area” means the area inside of a 30-mile  
8                   radius surrounding Ronald Reagan Washington Na-  
9                   tional Airport.

10                   **TITLE V—AVIATION SAFETY**  
11                   **Subtitle A—General Provisions**

12                   **SEC. 501. ZERO TOLERANCE FOR NEAR MISSES, RUNWAY IN-**  
13                   **CURSIONS, AND SURFACE SAFETY RISKS.**

14                   (a) *POLICY.*—

15                   (1) *IN GENERAL.*—Section 47101(a) of title 49,  
16                   United States Code, is amended—

17                   (A) by redesignating paragraphs (2)  
18                   through (13) as paragraphs (3) through (14), re-  
19                   spectively; and

20                   (B) by inserting after paragraph (1) the fol-  
21                   lowing:

22                   “(2) that projects, activities, and actions that  
23                   prevent runway incursions serve to—

24                   “(A) improve airport surface surveillance;  
25                   and

1           “(B) mitigate surface safety risks that are  
2           essential to ensuring the safe operation of the  
3           airport and airway system;”.

4           (2) *CONFORMING AMENDMENTS.*—Section 47101  
5           of title 49, United States Code, is amended—

6                   (A) in subsection (g) by striking “subsection  
7                   (a)(5)” and inserting “subsection (a)(6)”; and

8                   (B) in subsection (h) by striking “subsection  
9                   (a)(6)” and inserting “subsection (a)(7)”.

10           (3) *CONTINUOUS EVALUATION.*—In carrying out  
11           section 47101(a) of title 49, United States Code, as  
12           amended by this subsection, the Administrator of the  
13           Federal Aviation Administration shall establish a  
14           process to continuously track and evaluate ground  
15           traffic and air traffic activity and related incidents  
16           at airports.

17           (b) *RUNWAY SAFETY COUNCIL.*—

18                   (1) *IN GENERAL.*—Not later than 6 months after  
19           the date of enactment of this Act, the Administrator  
20           of the Federal Aviation Administration shall establish  
21           a council, to be known as the “Runway Safety Coun-  
22           cil” (in this section referred to as the “Council”), to  
23           develop a systematic proactive management strategy  
24           to address surface safety risks.

1           (2) *DUTIES.*—*The duties of the Council shall in-*  
2 *clude, at a minimum, advancing the development of*  
3 *risk-based, data driven, integrated systems solutions*  
4 *and strategies to enhance surface safety risk mitiga-*  
5 *tion.*

6           (3) *MEMBERSHIP.*—

7           (A) *IN GENERAL.*—*In establishing the*  
8 *Council, the Administrator shall appoint at least*  
9 *1 member from each of the following:*

10                   (i) *Airport operators.*

11                   (ii) *Air carriers.*

12                   (iii) *Aircraft operators.*

13                   (iv) *Avionics manufacturers.*

14                   (v) *Flight schools.*

15                   (vi) *The certified bargaining represent-*  
16 *ative of aviation safety inspectors for the*  
17 *Administration.*

18                   (vii) *The exclusive bargaining rep-*  
19 *resentative of the air traffic controllers cer-*  
20 *tified under section 7111 of title 5, United*  
21 *States Code.*

22                   (viii) *Other safety experts the Adminis-*  
23 *trator determines appropriate.*

24           (B) *ADDITIONAL MEMBERS.*—*The Adminis-*  
25 *trator may appoint members representing any*

1            *other stakeholder organization that the Adminis-*  
2            *trator determines appropriate to the Runway*  
3            *Safety Council.*

4            *(c) AIRPORT SURFACE SURVEILLANCE.—*

5            *(1) IDENTIFICATION.—Not later than 180 days*  
6            *after the date of enactment of this Act, the Adminis-*  
7            *trator shall, in coordination with the Council, consult*  
8            *with relevant stakeholders to identify technologies,*  
9            *equipment, and systems that—*

10            *(A) may provide airport surface surveil-*  
11            *lance capabilities at airports lacking such capa-*  
12            *bilities;*

13            *(B) may augment existing airport surface*  
14            *surveillance systems; or*

15            *(C) may provide onboard situational*  
16            *awareness to pilots.*

17            *(2) CRITERIA.—Not later than 1 year after the*  
18            *date of enactment of this Act, the Administrator*  
19            *shall—*

20            *(A) based on the information obtained pur-*  
21            *suant to paragraph (1), identify airport surface*  
22            *surveillance systems that meet the standards of*  
23            *the Administration and may be able to—*

1                   (i) provide airport surface surveillance  
2                   capabilities at airports lacking such capa-  
3                   bilities; or

4                   (ii) augment existing airport surface  
5                   surveillance systems; and

6                   (B) establish clear and quantifiable criteria  
7                   relating to operational factors, including ground  
8                   traffic and air traffic activity and the rate of  
9                   runway and terminal airspace safety events (in-  
10                  cluding runway incursions), that determine  
11                  when the installation and deployment of an air-  
12                  port surface surveillance system, or other runway  
13                  safety system (including runway status lights),  
14                  at an airport is required.

15                  (3) *DEPLOYMENT.*—Not later than 5 years after  
16                  the date of enactment of this Act, the Administrator  
17                  shall ensure that airport surface surveillance systems  
18                  are deployed and operational at—

19                         (A) all airports described in paragraph  
20                         (2)(A); and

21                         (B) all medium and large hub airports.

22                  (4) *REPORT.*—Not later than 4 years after the  
23                  date of enactment of this Act, the Administrator shall  
24                  brief the Committee on Transportation and Infra-  
25                  structure of the House of Representatives and the

1 *Committee on Commerce, Science, and Transpor-*  
2 *tation of the Senate on the progress of the deployment*  
3 *described in paragraph (3).*

4 *(d) FOREIGN OBJECT DEBRIS DETECTION.—*

5 *(1) IN GENERAL.—Not later than 3 years after*  
6 *the date of enactment of this Act, the Administrator*  
7 *shall assess, in coordination with the Council, auto-*  
8 *mated foreign object debris monitoring and detection*  
9 *systems at not less than 3 airports that are using*  
10 *such systems.*

11 *(2) CONSIDERATIONS.—In conducting the assess-*  
12 *ment under paragraph (1), the Administrator shall*  
13 *consider the following:*

14 *(A) The categorization of an airport.*

15 *(B) The potential frequency of foreign object*  
16 *debris incidents on airport runways or adjacent*  
17 *ramp areas.*

18 *(C) The availability of funding for the in-*  
19 *stallation and maintenance of foreign object de-*  
20 *bris monitoring and detection systems.*

21 *(D) The impact of such systems on the air-*  
22 *field operations of an airport.*

23 *(E) The effectiveness of available foreign ob-*  
24 *ject debris monitoring and detection systems.*

1           (F) *Any other factors relevant to assessing*  
2           *the return on investment of foreign object debris*  
3           *monitoring and detection systems.*

4           (3) *CONSULTATION.—In carrying out this sub-*  
5           *section, the Administrator and the Council shall con-*  
6           *sult with manufacturers and suppliers of foreign ob-*  
7           *ject debris detection technology and any other relevant*  
8           *stakeholders.*

9           (e) *RUNWAY SAFETY STUDY.—*

10           (1) *IN GENERAL.—Not later than 2 years after*  
11           *the date of enactment of this Act, the Administrator*  
12           *shall seek to enter into an agreement with a federally*  
13           *funded research and development center to conduct a*  
14           *study of runway incursions, surface incidents, oper-*  
15           *ational errors, or losses of standard separation of air-*  
16           *craft in the approach or departure phase of flight to*  
17           *determine how advanced technologies and future air-*  
18           *port development projects may be able to reduce the*  
19           *frequency of such events and enhance aviation safety.*

20           (2) *CONSIDERATIONS.—In conducting the study*  
21           *under paragraph (1), the federally funded research*  
22           *and development center shall—*

23           (A) *examine data relating to recurring run-*  
24           *way incursions, surface incidents, operational*  
25           *errors, or losses of standard separation of air-*

1           *craft in the approach or departure phase of flight*  
2           *at airports to identify the underlying factors*  
3           *that caused such events;*

4           *(B) assess metrics used to identify when*  
5           *such events are increasing at an airport;*

6           *(C) assess available and developmental tech-*  
7           *nologies, including and beyond such technologies*  
8           *considered in subsection (c), that may augment*  
9           *existing air traffic management capabilities of*  
10           *surface surveillance and terminal airspace*  
11           *equipment;*

12           *(D) consider growth trends in airport size,*  
13           *staffing and communication complexities to*  
14           *identify—*

15           *(i) future gaps in information ex-*  
16           *change between aerospace stakeholders; and*

17           *(ii) methods for meeting future near*  
18           *real-time information sharing needs; and*

19           *(E) examine airfield safety training pro-*  
20           *grams used by airport tenants and other stake-*  
21           *holders operating on airfields of airports, includ-*  
22           *ing airfield familiarization training programs*  
23           *for employees, to assess scalability to handle fu-*  
24           *ture growth in airfield capacity and traffic.*



1           (3) *RECOMMENDATIONS.*—*In conducting the*  
2 *study required by paragraph (1), the federally funded*  
3 *research and development center shall develop rec-*  
4 *ommendations for the strategic planning efforts of the*  
5 *Administration to appropriately maintain surface*  
6 *safety considering future increases in air traffic and*  
7 *based on the considerations described in paragraph*  
8 *(2).*

9           (4) *REPORT TO CONGRESS.*—*Not later than 90*  
10 *days after the completion of the study required by*  
11 *paragraph (1), the Administrator shall submit to the*  
12 *Committee on Transportation and Infrastructure of*  
13 *the House of Representatives and the Committee on*  
14 *Commerce, Science, and Transportation of the Senate*  
15 *a report on the findings of such study and any rec-*  
16 *ommendations developed under paragraph (3).*

17       (f) *AIRPORT SURFACE DETECTION AND SURVEIL-*  
18 *LANCE SYSTEM DEFINED.*—*In this section, the term “air-*  
19 *port surface detection and surveillance system” means an*  
20 *airport surveillance system that is—*

21           (1) *designed to track surface movement of air-*  
22 *craft and vehicles; and*

23           (2) *capable of alerting air traffic controllers or*  
24 *flight crew members of a possible runway incursion,*  
25 *misaligned approach, or other safety event.*

1 **SEC. 502. GLOBAL AVIATION SAFETY.**

2 (a) *IN GENERAL.*—Section 40104(d) of title 49, United  
3 States Code, (as redesignated by section 325) is amended—

4 (1) in the subsection heading by inserting “AND  
5 ASSISTANCE” after “INTERNATIONAL ROLE”;

6 (2) in paragraph (1) by striking “The Adminis-  
7 trator” and inserting “In carrying out subsection (a),  
8 the Administrator”;

9 (3) by redesignating paragraph (2) as para-  
10 graph (4); and

11 (4) by inserting after paragraph (1) the fol-  
12 lowing:

13 “(2) *INTERNATIONAL PRESENCE.*—The Adminis-  
14 trator shall maintain an international presence to—

15 “(A) assist foreign civil aviation authorities  
16 in—

17 “(i) establishing robust aerospace over-  
18 sight practices and policies;

19 “(ii) training staff, to include inspec-  
20 tors and accident investigators;

21 “(iii) harmonizing international aero-  
22 space standards for air traffic management,  
23 operator certification, aircraft certification,  
24 airports, and certificated or credentialed in-  
25 dividuals;

1           “(iv) validating and accepting foreign  
2           aircraft design and production approvals;

3           “(v) maintaining appropriate levels of  
4           air navigation services;

5           “(vi) preparing for new aerospace tech-  
6           nologies; and

7           “(vii) appropriately adopting con-  
8           tinuing airworthiness information, such as  
9           airworthiness directives;

10          “(B) encourage the adoption of United  
11          States standards, regulations, and policies;

12          “(C) establish, maintain, and update bilat-  
13          eral or multilateral aviation safety agreements  
14          and the aviation safety information contained  
15          within such agreements;

16          “(D) engage in bilateral and multilateral  
17          discussions and provide technical assistance as  
18          described in paragraph (5);

19          “(E) validate foreign aerospace products  
20          and ensure reciprocal validation of products for  
21          which the United States is the state of design or  
22          production;

23          “(F) support accident and incident inves-  
24          tigations, particularly such investigations that  
25          involve United States persons and certified prod-

1            *ucts and such investigations where the National*  
2            *Transportation Safety Board is supporting an*  
3            *investigation pursuant to annex 13 of the Inter-*  
4            *national Civil Aviation Organization;*

5            *“(G) support the international activities of*  
6            *the United States aerospace sector;*

7            *“(H) maintain valuable relationships with*  
8            *entities with aerospace equities, including civil*  
9            *aviation authorities, other governmental bodies,*  
10           *non-governmental organizations, and foreign*  
11           *manufacturers; and*

12           *“(I) perform other activities as determined*  
13           *necessary by the Administrator.”.*

14           *(b) REVIEW OF INTERNATIONAL FIELD OFFICES.—*  
15           *Section 40104(d) of title 49, United States Code, (as reded-*  
16           *ignated by section 325) is further amended by inserting*  
17           *after paragraph (2) the following:*

18           *“(3) INTERNATIONAL OFFICES.—In carrying out*  
19           *the responsibilities described in subsection (a), the Ad-*  
20           *ministrator shall—*

21           *“(A) maintain international offices of the*  
22           *Administration;*

23           *“(B) every 3 years, review existing inter-*  
24           *national offices to determine—*

1           “(i) the effectiveness of such offices in  
2           fulfilling the mission described in para-  
3           graph (2); and

4           “(ii) the adequacy of resources and  
5           staffing to achieve the mission described in  
6           paragraph (2);

7           “(C) establish offices to address gaps identi-  
8           fied by the review under subparagraph (B) and  
9           in furtherance of the mission described in para-  
10          graph (2), putting an emphasis on establishing  
11          such offices—

12           “(i) where international civil aviation  
13           authorities are located;

14           “(ii) where regional intergovernmental  
15           organizations are located;

16           “(iii) in countries that have difficulty  
17           maintaining a category 1 classification  
18           through the International Aviation Safety  
19           Assessment program; and

20           “(iv) in regions that have experienced  
21           substantial growth in aerospace operations  
22           or manufacturing.”.

23          (c) *BILATERAL AVIATION SAFETY AGREEMENTS.*—

24           (1) *ESTABLISHMENT.*—Section 40104(d) of title  
25          49, United States Code, (as redesignated by section

1 325) is further amended by inserting after paragraph  
2 (4) the following:

3 “(5) *BILATERAL AVIATION SAFETY AGREE-*  
4 *MENTS.—*

5 “(A) *IN GENERAL.—The Administrator*  
6 *shall negotiate, enter into, promote, enforce,*  
7 *evaluate the effectiveness of, and seek to update*  
8 *bilateral or multilateral aviation safety agree-*  
9 *ments, and the parts of such agreements, with*  
10 *international aviation authorities.*

11 “(B) *PURPOSE.—The Administrator shall*  
12 *seek to enter into bilateral aviation safety agree-*  
13 *ments under this section to, at a minimum—*

14 “(i) *improve global aerospace safety;*

15 “(ii) *increase harmonization of, and*  
16 *reduce duplicative, requirements, processes,*  
17 *and approvals to advance the aerospace in-*  
18 *terests of the United States;*

19 “(iii) *ensure access to international*  
20 *markets for operators, service providers, and*  
21 *manufacturers from the United States; and*

22 “(iv) *put in place procedures for re-*  
23 *course when a party to such agreements*  
24 *fails to meet the obligations of such party*  
25 *under such agreements.*

1           “(C) *SCOPE.*—*The scope of a bilateral avia-*  
2           *tion safety agreement entered into under this sec-*  
3           *tion shall, as appropriate, cover existing aero-*  
4           *space users and concepts and establish a process*  
5           *by which bilateral aviation safety agreements*  
6           *can be updated to include new and novel con-*  
7           *cepts on an ongoing basis.*

8           “(D) *CONTENTS.*—*Bilateral aviation safety*  
9           *agreements entered into under this section shall,*  
10          *as appropriate and consistent with United*  
11          *States law and regulation, include topics such*  
12          *as—*

13                   “(i) *airworthiness, certification, and*  
14                   *validation;*

15                   “(ii) *maintenance;*

16                   “(iii) *operations and pilot training;*

17                   “(iv) *airspace access, efficiencies, and*  
18                   *navigation services;*

19                   “(v) *transport category aircraft;*

20                   “(vi) *fixed-wing aircraft, rotorcraft,*  
21                   *and powered-lift aircraft;*

22                   “(vii) *aerodrome certification;*

23                   “(viii) *unmanned aircraft and associ-*  
24                   *ated elements of such aircraft;*

1                   “(ix) flight simulation training de-  
2                   vices;

3                   “(x) new or emerging aerospace tech-  
4                   nologies and technology trends; and

5                   “(xi) other topics as determined appro-  
6                   priate by the Administrator.

7                   “(E) *RULE OF CONSTRUCTION.*—*Bilateral*  
8                   *or multilateral aviation safety agreements en-*  
9                   *tered into under this subsection shall not be con-*  
10                  *strued to diminish or alter any authority of the*  
11                  *Administrator under any other provision of*  
12                  *law.”.*

13                  (2) *AUDIT OF VALIDATION ACTIVITIES UNDER BI-*  
14                  *LATERAL AVIATION SAFETY AGREEMENTS.*—

15                  (A) *IN GENERAL.*—*Not later than 2 years*  
16                  *after the date of enactment of this Act, the in-*  
17                  *pector general of the Department of Transpor-*  
18                  *tation shall initiate an audit of bilateral compli-*  
19                  *ance with respect to the validation of aircraft*  
20                  *and aircraft parts as set forth in bilateral or*  
21                  *multilateral aviation safety agreements between*  
22                  *the Federal Aviation Administration and the*  
23                  *civil aviation authorities of—*

24                               (i) *the European Union;*

25                               (ii) *Canada;*



- 1                   (iii) *Brazil;*  
2                   (iv) *China;*  
3                   (v) *the United Kingdom; and*  
4                   (vi) *any other country as determined*  
5                   *by the inspector general.*

6                   (B) *REVIEW CONTENTS.—As part of the re-*  
7                   *view required under this subsection, the inspector*  
8                   *general shall evaluate the performance of valida-*  
9                   *tion programs by assessing—*

10                   (i) *validation timelines and milestones*  
11                   *for individual projects;*

12                   (ii) *trends relating to the repeated use*  
13                   *of nonbasic criteria to review systems and*  
14                   *methods of compliance that have been vali-*  
15                   *dated previously in similar contexts;*

16                   (iii) *the extent to which implementa-*  
17                   *tion tools such as validation workplans and*  
18                   *safety emphasis items have addressed vali-*  
19                   *ation issues;*

20                   (iv) *the perspective of Administration*  
21                   *employees;*

22                   (v) *the perspective of employees of other*  
23                   *civil aviation authorities, who wish to pro-*  
24                   *vide such perspective, on the validation of*  
25                   *products certified in the United States and*

1           *the validation of products by the United*  
2           *States of products certified abroad; and*

3                   *(vi) the perspective of domestic and*  
4           *foreign industry applicants seeking valida-*  
5           *tion of aircraft and aircraft parts.*

6           (C) *REPORT AND RECOMMENDATIONS.*—*Not*  
7           *later than 14 months after beginning the audit*  
8           *under paragraph (1), the Comptroller General*  
9           *shall provide to the Administrator of the Federal*  
10           *Aviation Administration, the Committee on*  
11           *Transportation and Infrastructure of the House*  
12           *of Representatives and the Committee on Com-*  
13           *merce, Science, and Transportation of the Senate*  
14           *a report summarizing the findings of the audit*  
15           *and any recommendations to increase compli-*  
16           *ance and improve the validation timeframes of*  
17           *aircraft and aircraft parts.*

18           (d) *INTERNATIONAL ENGAGEMENT STRATEGY.*—*Sec-*  
19           *tion 40104(d) of title 49, United States Code, (as redesign-*  
20           *ated by section 325) is further amended by inserting after*  
21           *paragraph (5) the following:*

22                   “(6) *STRATEGIC PLAN.*—*The Administrator shall*  
23           *maintain a strategic plan for the international en-*  
24           *gagement of the Administration that includes—*

1           “(A) all elements of the report required in  
2 section 243(b)(1) of the FAA Reauthorization Act  
3 of 2018 (49 U.S.C. 44701 note);

4           “(B) measures to fulfill the mission de-  
5 scribed in paragraph (2);

6           “(C) initiatives to attain greater expertise  
7 among employees of the Federal Aviation Ad-  
8 ministration in issues related to dispute resolu-  
9 tion, intellectual property, and expert control  
10 laws;

11           “(D) policy regarding the future direction  
12 and strategy of the United States engagement  
13 with the International Civil Aviation Organiza-  
14 tion;

15           “(E) procedures for acceptance of manda-  
16 tory airworthiness information, such as air-  
17 worthiness directives, and other safety-related  
18 regulatory documents, including procedures to  
19 implement the requirements of section  
20 44701(e)(5);

21           “(F) all factors, including funding and  
22 resourcing, necessary for the Administration to  
23 maintain leadership in the global activities re-  
24 lated to aviation safety and air transportation;  
25 and

1           “(G) establishment of, and a process to reg-  
2           ularly track and update, metrics to measure the  
3           effectiveness of, and foreign civil aviation author-  
4           ity compliance with, bilateral aviation safety  
5           agreements.”.

6 **SEC. 503. AVAILABILITY OF PERSONNEL FOR INSPECTIONS,**  
7           **SITE VISITS, AND TRAINING.**

8           Section 40104 of title 49, United States Code, is fur-  
9           ther amended by adding at the end the following:

10          “(f) TRAVEL.—The Administrator and the Secretary  
11          of Transportation shall, in carrying out the responsibilities  
12          described in subsection (a), delegate to the appropriate su-  
13          pervisors of offices of the Administration the ability to au-  
14          thorize the domestic and international travel of relevant  
15          personnel who are not in the Federal Aviation Administra-  
16          tion Executive System, without any additional approvals  
17          required, for the purposes of—

18                 “(1) promoting aviation safety, aircraft oper-  
19                 ations, air traffic, airport, unmanned aircraft sys-  
20                 tems, commercial space transportation, and other  
21                 aviation standards and regulations adopted by the  
22                 United States;

23                 “(2) facilitating the adoption of United States  
24                 approaches on standards and recommended practices  
25                 at the International Civil Aviation Organization;

1           “(3) promoting environmental standards adopted  
2           by the United States and standards promulgated  
3           under section 44714;

4           “(4) supporting the acceptance of Administra-  
5           tion design and production approvals by other civil  
6           aviation authorities;

7           “(5) training Administration personnel and  
8           training provided to other persons;

9           “(6) engaging with regulated entities, including  
10          performing site visits;

11          “(7) activities associated with subsections (c)  
12          through (f) of this section; and

13          “(8) other activities as determined by the Ad-  
14          ministrator.”.

15 **SEC. 504. HELICOPTER AIR AMBULANCE OPERATIONS.**

16          (a) *OUTDATED AIR AMBULANCE RULEMAKING RE-*  
17 *QUIREMENT.*—Section 44730 of title 49, United States  
18 *Code, is amended—*

19               (1) in subsection (a)(1) by striking “not later  
20               than 180 days after the date of enactment of this sec-  
21               tion,”;

22               (2) in subsection (c) by striking “address the fol-  
23               lowing” and inserting “consider, or address through  
24               other means, the following”;

1           (3) *in subsection (d) by striking “provide for the*  
2 *following” and inserting “consider, or address*  
3 *through other means, the following”; and*

4           (4) *in subsection (e)—*

5                 (A) *in the heading by striking “SUBSE-*  
6 *QUENT RULEMAKING” and inserting “SUBSE-*  
7 *QUENT ACTIONS”;*

8                 (B) *in paragraph (1) by striking “shall*  
9 *conduct a follow-on rulemaking to address the*  
10 *following:” and inserting “shall address through*  
11 *a follow-on rulemaking, or through such other*  
12 *means that the Administrator considers appro-*  
13 *priate, the following:”;*

14                 (C) *by striking paragraph (2); and*

15                 (D) *by redesignating paragraph (3) as*  
16 *paragraph (2).*

17           (b) *SAFETY MANAGEMENT SYSTEMS BRIEFING.—Not*  
18 *later than 180 days after the date of enactment of this Act,*  
19 *the Administrator of the Federal Aviation Administration*  
20 *shall brief the Committee on Transportation and Infra-*  
21 *structure of the House of Representatives and the Committee*  
22 *on Commerce, Science, and Transportation of the Senate*  
23 *on how the proposed rule published on January, 11, 2023,*  
24 *titled “Safety Management System” (88 Fed. Reg. 1932)*  
25 *will—*

1           (1) *improve helicopter air ambulance operations*  
2           *and piloting; and*

3           (2) *consider the use of safety equipment by flight*  
4           *crew and medical personnel on a helicopter con-*  
5           *ducting an air ambulance operation.*

6           (c) *IMPROVEMENT OF PUBLICATION OF HELICOPTER*  
7           *AIR AMBULANCE OPERATIONS DATA.—Section 44731 of*  
8           *title 49, United States Code, is amended—*

9           (1) *by striking subsection (d);*

10          (2) *in subsection (e)—*

11                 (A) *in paragraph (1) by striking “and” at*  
12                 *the end; and*

13                 (B) *by striking paragraph (2) and inserting*  
14                 *the following:*

15                 “(2) *make publicly available, in part or in*  
16                 *whole, on the website of the Federal Aviation Admin-*  
17                 *istration website, the database developed pursuant to*  
18                 *subsection (c); and*

19                 “(3) *analyze the data submitted under subsection*  
20                 *(a) periodically and use such data to inform efforts*  
21                 *to improve the safety of helicopter air ambulance op-*  
22                 *erations.”; and*

23                 (3) *by redesignating subsections (e) and (f) as*  
24                 *subsections (d) and (e), respectively.*

1 **SEC. 505. GLOBAL AIRCRAFT MAINTENANCE SAFETY IM-**  
2 **PROVEMENTS.**

3 (a) *FAA OVERSIGHT OF REPAIR STATIONS LOCATED*  
4 *OUTSIDE THE UNITED STATES.*—

5 (1) *IN GENERAL.*—Section 44733 of title 49,  
6 *United States Code, is amended—*

7 (A) *in the heading by striking “Inspection”*  
8 *and inserting “Oversight”;*

9 (B) *in subsection (a) by striking “Not later*  
10 *than 1 year after the date of enactment of this*  
11 *section, the” and inserting “The”;*

12 (C) *in subsection (e)—*

13 (i) *by inserting “, without prior notice*  
14 *to such repair stations,” after “annually”;*

15 (ii) *by inserting “and the applicable*  
16 *laws of the country in which the repair sta-*  
17 *tion is located” after “international agree-*  
18 *ments”;* and

19 (iii) *by striking the last sentence and*  
20 *inserting “The Administrator may carry*  
21 *out announced or unannounced inspections*  
22 *in addition to the annual unannounced in-*  
23 *spection required under this subsection*  
24 *based on identified risks and in a manner*  
25 *consistent with United States obligations*  
26 *under international agreements and the ap-*



1                    *plicable laws of the country in which the*  
2                    *part 145 repair station is located.”;*

3                    *(D) by redesignating subsection (g) as sub-*  
4                    *section (j); and*

5                    *(E) by inserting after subsection (f) the fol-*  
6                    *lowing:*

7                    *“(g) DATA ANALYSIS.—*

8                    *“(1) IN GENERAL.—Each fiscal year in which a*  
9                    *part 121 air carrier has had heavy maintenance work*  
10                    *performed on an aircraft owned or operated by such*  
11                    *carrier, such carrier shall provide to the Adminis-*  
12                    *trator, not later than the end of the following fiscal*  
13                    *year, a report containing the information described*  
14                    *in paragraph (2).*

15                    *“(2) INFORMATION REQUIRED.—A report under*  
16                    *paragraph (1) shall contain the following:*

17                    *“(A) The location where any heavy mainte-*  
18                    *nance work on aircraft was performed outside*  
19                    *the United States.*

20                    *“(B) A description of the work performed at*  
21                    *each such location.*

22                    *“(C) The date of completion of the work*  
23                    *performed at each such location.*

24                    *“(D) A list of all failures, malfunctions, or*  
25                    *defects affecting the safe operation of such air-*

1       *craft identified by the air carrier not later than*  
2       *30 days after the date on which an aircraft is*  
3       *returned to service, organized by reference to air-*  
4       *craft registration number, that—*

5               *“(i) requires corrective action after the*  
6               *aircraft is approved for return to service;*  
7               *and*

8               *“(ii) results from such work performed*  
9               *on such aircraft.*

10              *“(E) The certificate number of the person*  
11              *approving such aircraft or on-wing aircraft en-*  
12              *gine, for return to service following completion of*  
13              *the work performed at each such location.*

14              *“(3) ANALYSIS.—The Administrator shall—*

15              *“(A) analyze information provided under*  
16              *this subsection and sections 121.703, 121.705,*  
17              *121.707, and 145.221 of title 14, Code of Federal*  
18              *Regulations, or any successor provisions of such*  
19              *title, to detect safety issues associated with heavy*  
20              *maintenance work on aircraft performed outside*  
21              *the United States; and*

22              *“(B) require appropriate actions by an air*  
23              *carrier or repair station in response to any safe-*  
24              *ty issue identified by the analysis conducted*  
25              *under subparagraph (A).*

1           “(4) *CONFIDENTIALITY.*—*Information provided*  
2           *under this subsection shall be subject to the same pro-*  
3           *tections given to voluntarily provided safety or secu-*  
4           *rity related information under section 40123.*

5           “(h) *APPLICATIONS AND PROHIBITION.*—

6           “(1) *IN GENERAL.*—*The Administrator may not*  
7           *approve any new application under part 145 of title*  
8           *14, Code of Federal Regulations, from a person lo-*  
9           *cated or headquartered in a country that the Admin-*  
10           *istration, through the International Aviation Safety*  
11           *Assessment program, has classified as Category 2.*

12           “(2) *EXCEPTION.*—*Paragraph (1) shall not*  
13           *apply to an application for the renewal of a certifi-*  
14           *cate issued under part 145 of title 14, Code of Federal*  
15           *Regulations.*

16           “(3) *MAINTENANCE IMPLEMENTATION PROCEDURE*  
17           *AGREEMENT.*—*The Administrator may elect*  
18           *not to enter into a new maintenance implementation*  
19           *procedures agreement with a country classified as*  
20           *Category 2, for as long as the country remains classi-*  
21           *fied as Category 2.*

22           “(3) *PROHIBITION ON CONTINUED HEAVY MAIN-*  
23           *TENANCE WORK.*—*No part 121 air carrier may enter*  
24           *into a new contract for heavy maintenance work with*  
25           *a person located or headquartered in a country that*

1       *the Administrator, through the International Aviation*  
2       *Safety Assessment program, has classified as Category*  
3       *2, for as long as such country remains classified as*  
4       *Category 2.*

5       “(i) *MINIMUM QUALIFICATIONS FOR MECHANICS AND*  
6       *OTHERS WORKING ON U.S. REGISTERED AIRCRAFT.—*

7               “(1) *IN GENERAL.—Not later than 2 years after*  
8       *the date of enactment of this subsection, the Adminis-*  
9       *trator shall require that, at each covered repair sta-*  
10       *tion—*

11                       “(A) *all supervisory personnel of such sta-*  
12       *tion are appropriately certificated as a mechanic*  
13       *or repairman under part 65 of title 14, Code of*  
14       *Federal Regulations, or under an equivalent cer-*  
15       *tification or licensing regime, as determined by*  
16       *the Administrator; and*

17                       “(B) *all personnel of such station author-*  
18       *ized to approve an article for return to service*  
19       *are appropriately certificated as a mechanic or*  
20       *repairman under part 65 of such title, or under*  
21       *an equivalent certification or licensing regime,*  
22       *as determined by the Administrator.*

23               “(2) *AVAILABLE FOR CONSULTATION.—Not later*  
24       *than 2 years after the date of enactment of this sub-*  
25       *section, the Administrator shall require any indi-*

1        *vidual who is responsible for approving an article for*  
2        *return to service or who is directly in charge of heavy*  
3        *maintenance work performed on aircraft operated by*  
4        *a part 121 air carrier be available for consultation*  
5        *while work is being performed at a covered repair sta-*  
6        *tion.”.*

7            (2) *DEFINITIONS.—*

8            (A) *IN GENERAL.—Section 44733(j) of title*  
9            *49, United States Code (as redesignated by this*  
10           *section), is amended—*

11                (i) *in paragraph (1) by striking “air-*  
12                *craft” and inserting “aircraft (including*  
13                *on-wing aircraft engines)”;*

14                (ii) *by redesignating paragraphs (1)*  
15                *through (3) as paragraphs (2) through (4),*  
16                *respectively; and*

17                (iii) *by inserting before paragraph (2),*  
18                *as so redesignated, the following:*

19            “(1) *COVERED REPAIR STATION.—The term ‘cov-*  
20            *ered repair station’ means a facility that—*

21                    “(A) *is located outside the United States;*

22                    “(B) *is a part 145 repair station; and*

23                    “(C) *performs heavy maintenance work on*  
24                    *aircraft operated by a part 121 air carrier.”.*

1           (B) *TECHNICAL AMENDMENT.*—Section  
2           44733(a)(3) of title 49, United States Code, is  
3           amended by striking “covered part 145 repair  
4           stations” and inserting “part 145 repair sta-  
5           tions”.

6           (3) *CONFORMING AMENDMENTS.*—The analysis  
7           for chapter 447 of title 49, United States Code, is  
8           amended by striking the item relating to section  
9           44733 and inserting the following:

“44733. Oversight of repair stations located outside the United States.”.

10          (b) *INTERNATIONAL STANDARDS FOR SAFETY OVER-*  
11 *SIGHT OF EXTRATERRITORIAL REPAIR STATIONS.*—

12           (1) *ESTABLISHMENT.*—Not later than 1 year  
13           after the date of enactment of this Act, the Adminis-  
14           trator of the Federal Aviation Administration shall  
15           invite other civil aviation authorities to convene with  
16           the Administration an extraterritorial repair station  
17           working group (hereinafter referred to as the “Work-  
18           ing Group”) to conduct a review of the certification  
19           and oversight of extraterritorial repair stations and  
20           to identify any future enhancements or harmoni-  
21           zation that might be appropriate to strengthen over-  
22           sight of such repair stations and improve global avia-  
23           tion safety.

24           (2) *COMPOSITION OF WORKING GROUP.*—The  
25           Working Group shall consist of—

1           (A) *technical representatives from the FAA;*  
2           *and*

3           (B) *such other civil aviation authorities or*  
4           *international intergovernmental aviation safety*  
5           *organizations as the Administrator determines*  
6           *appropriate and are willing to participate, in-*  
7           *cluding—*

8                   (i) *civil aviation authorities respon-*  
9                   *sible for certifying extraterritorial repair*  
10                  *stations; and*

11                   (ii) *civil aviation authorities of coun-*  
12                  *tries in which extraterritorial repair sta-*  
13                  *tions are located.*

14           (3) *CONSULTATION.—In conducting the review*  
15           *under this section, the Working Group shall, as ap-*  
16           *propriate, consult with relevant experts and stake-*  
17           *holders.*

18           (4) *RECOMMENDATIONS.—The Working Group*  
19           *shall make recommendations with respect to any fu-*  
20           *ture enhancements that might be appropriate to—*

21                   (A) *strengthen oversight of extraterritorial*  
22                   *repair stations; and*

23                   (B) *better leverage the resources of other*  
24                   *civil aviation authorities to conduct such over-*  
25                   *sight.*

1 (5) *REPORTS.*—

2 (A) *REPAIR STATION WORKING GROUP RE-*  
3 *PORT.*—*In establishing the Working Group, the*  
4 *Administrator shall task the Working Group*  
5 *with submitting to the participating civil avia-*  
6 *tion authorities a report containing the findings*  
7 *of the recommendations made under paragraph*  
8 *(4).*

9 (B) *FAA REPORT.*—

10 (i) *TRANSMISSION OF REPAIR STATION*  
11 *WORKING GROUP REPORT.*—*The Adminis-*  
12 *trator shall submit to the Committee on*  
13 *Transportation and Infrastructure of the*  
14 *House of Representatives, and the Com-*  
15 *mittee on Commerce, Science, and Trans-*  
16 *portation of the Senate a copy of the report*  
17 *required under subparagraph (A) as soon as*  
18 *is practicable after the receipt of such re-*  
19 *port.*

20 (ii) *FAA BRIEFING TO CONGRESS.*—  
21 *Not later than 45 days after receipt of the*  
22 *report under paragraph (1), the Adminis-*  
23 *trator shall brief the Committee on Trans-*  
24 *portation and Infrastructure of the House of*  
25 *Representatives and the Committee on Com-*



1                   *merce, Science, and Transportation of the*  
2                   *Senate on—*

3                   *(I) whether the Administrator*  
4                   *concur or does not concur with each*  
5                   *recommendation contained in the re-*  
6                   *port required under subparagraph (A);*

7                   *(II) any recommendation with*  
8                   *which the Administrator does not con-*  
9                   *cur, a detailed explanation as to why*  
10                  *the Administrator does not concur;*

11                  *(III) a plan to implement each*  
12                  *recommendation with which the Ad-*  
13                  *ministrator concurs; and*

14                  *(IV) a plan to work with the*  
15                  *international community to implement*  
16                  *the recommendations applicable to both*  
17                  *the FAA as well as other civil aviation*  
18                  *authorities.*

19                  (6) *TERMINATION.—The Working Group shall*  
20                  *terminate 90 days after the date of submission of the*  
21                  *report under paragraph (5)(A), unless the Adminis-*  
22                  *trator or another participant of the Working Group*  
23                  *requests for an extension of the Working Group in*  
24                  *order to inform the implementation and harmoni-*

1        *zation of any recommendation applicable to multiple*  
2        *civil aviation authorities.*

3            (7) *DEFINITION OF EXTRATERRITORIAL REPAIR*  
4        *STATION.—In this subsection, the term*  
5        *“extraterritorial repair station” means a repair sta-*  
6        *tion that performs heavy maintenance work on an*  
7        *aircraft (including on-wing engines) and that is lo-*  
8        *cated outside of the territory of the country of the*  
9        *civil aviation authority which certificated the repair*  
10       *station.*

11       (c) *ALCOHOL AND DRUG TESTING AND BACKGROUND*  
12       *CHECKS.—*

13            (1) *IN GENERAL.—Not later than 2 years after*  
14        *the date of enactment of this Act, and annually there-*  
15        *after, the Administrator shall submit to the Com-*  
16        *mittee on Transportation and Infrastructure of the*  
17        *House of Representatives and the Committee on Com-*  
18        *merce, Science, and Transportation of the Senate a*  
19        *report updating Congress on the progress and chal-*  
20        *lenges involved with carrying out the requirements of*  
21        *subsection (b) of section 2112 of the FAA Extension,*  
22        *Safety, and Security Act of 2016 (49 U.S.C. 44733).*

23            (2) *SUNSET.—The reporting requirement under*  
24        *paragraph (1) shall cease to be effective after a final*

1 rule carrying out the requirements of such subsection  
2 (b) has been published in the *Federal Register*.

3 (3) *RULEMAKING ON ASSESSMENT REQUIRE-*  
4 *MENT.*—With respect to any employee not covered  
5 under the requirements of section 1554.101 of title 49,  
6 *Code of Federal Regulations*, the Administrator shall  
7 initiate a rulemaking or request the head of another  
8 Federal agency to initiate a rulemaking that requires  
9 a covered repair station to confirm that any such em-  
10 ployee has successfully completed an assessment com-  
11 mensurate with a security threat assessment described  
12 in subpart C of part 1540 of such title.

13 (d) *DEFINITIONS.*—In this section:

14 (1) *FAA.*—The term “*FAA*” means the *Federal*  
15 *Aviation Administration*.

16 (2) *ADMINISTRATOR.*—The term “*Adminis-*  
17 *trator*” means the *Administrator of the FAA*.

18 (3) *COVERED REPAIR STATION; HEAVY MAINTEN-*  
19 *NANCE WORK.*—The terms “*covered repair station*”  
20 and “*heavy maintenance work*” have the meaning  
21 given those terms in section 44733(j) of title 49,  
22 *United States Code*.

23 **SEC. 506. ODA BEST PRACTICE SHARING.**

24 Section 44736(b) of title 49, *United States Code*, is  
25 amended—

1           (1) in paragraph (1) by striking “Not later than  
2       120 days after the date of enactment of this section,  
3       the” and insert “The”; and

4           (2) in paragraph (3)—

5               (A) in subparagraph (E) by striking “and”  
6       at the end;

7               (B) in subparagraph (F) by striking the pe-  
8       riod and inserting “; and”; and

9               (C) by adding at the end the following:

10               “(G) convene a forum not less than every 2  
11       years between ODA holders, unit members, and  
12       other organizational representatives and relevant  
13       experts, in order to—

14                       “(i) share best practices;

15                       “(ii) instill professionalism, ethics, and  
16       personal responsibilities in unit members;  
17       and

18                       “(iii) foster open and transparent com-  
19       munication between Administration safety  
20       specialists, ODA holders, and unit mem-  
21       bers.”.

1 **SEC. 507. TRAINING OF ORGANIZATION DELEGATION AU-**  
2 **THORITY UNIT MEMBERS.**

3 (a) *UNIT MEMBER ANNUAL ETHICS TRAINING.*—Sec-  
4 *tion 44736 of title 49, United States Code, is further*  
5 *amended by adding at the end the following:*

6 “(g) *ETHICS TRAINING REQUIREMENT FOR ODA*  
7 *HOLDERS.*—

8 “(1) *IN GENERAL.*—*Not later than 1 year after*  
9 *the date of enactment of this subsection, the Adminis-*  
10 *trator of the Federal Aviation Administration shall*  
11 *review and ensure each ODA holder approved under*  
12 *section 44741 has in effect a recurrent training pro-*  
13 *gram for all ODA unit members that covers—*

14 “(A) *unit member professional obligations*  
15 *and responsibilities;*

16 “(B) *the ODA holder’s code of ethics as re-*  
17 *quired to be established under section 102(f) of*  
18 *the Aircraft Certification, Safety, and Account-*  
19 *ability Act (49 U.S.C. 44701 note);*

20 “(C) *procedures for reporting safety con-*  
21 *cerns, as described in the respective approved*  
22 *procedures manual for the delegation;*

23 “(D) *the prohibition against and reporting*  
24 *procedures for interference from a supervisor or*  
25 *other ODA member described in section 44742;*  
26 *and*

1           “(E) any additional information the Ad-  
2           ministrators considers relevant to maintaining  
3           ethical and professional standards across all  
4           ODA holders and unit members.

5           “(2) FAA REVIEW.—

6           “(A) REVIEW OF TRAINING PROGRAM.—The  
7           Organization Designation Authorization Office  
8           of the Administration shall review each ODA  
9           holders’ recurrent training program to ensure  
10          such program includes all elements described in  
11          paragraph (1).

12          “(B) CHANGES TO PROGRAM.—Such Office  
13          may require changes to the training program  
14          considered necessary to maintain ethical and  
15          professional standards across all ODA holders  
16          and unit members.

17          “(3) TRAINING.—As part of the recurrent train-  
18          ing required under paragraph (1), not later than 60  
19          business days after being designated as an ODA unit  
20          member, and annually thereafter, each ODA unit  
21          member shall complete the ethics training required by  
22          the ODA holder of the respective ODA unit member  
23          in order to exercise the functions delegated under the  
24          ODA.

1           “(4) *ACCOUNTABILITY.*—*The Administrator shall*  
2           *establish such processes or requirements as are nec-*  
3           *essary to ensure compliance with paragraph (3).”.*

4           *(b) DEADLINE.*—*An ODA unit member authorized to*  
5           *perform delegated functions under an ODA prior to the date*  
6           *of completion of an ethics training required under section*  
7           *44736(g) of title 49, United States Code, shall complete such*  
8           *training not later than 30 days after the training program*  
9           *is approved by the Administrator of the Federal Aviation*  
10          *Administration pursuant to such section.*

11   **SEC. 508. CLARIFICATION ON SAFETY MANAGEMENT SYS-**  
12                                    **TEM INFORMATION DISCLOSURE.**

13          *Section 44735 of title 49, United States Code, is*  
14          *amended—*

15                *(1) in subsection (a)—*

16                        *(A) in paragraph (1) by striking “; or” and*  
17                        *inserting a semicolon;*

18                        *(B) in paragraph (2) by striking the period*  
19                        *at the end and inserting “; or”; and*

20                        *(C) by adding at the end the following:*

21                                *“(3) if the report, data, or other information is*  
22                                *submitted for any purpose relating to the develop-*  
23                                *ment, implementation, and use of a safety manage-*  
24                                *ment system, including a system required by regula-*  
25                                *tion, that is acceptable to the Administrator.”; and*

1           (2) *by adding at the end the following:*

2           “(d) *OTHER AGENCIES.—*

3           “(1) *IN GENERAL.—The limitation established*  
4           *under subsection (a) shall apply to the head of any*  
5           *other Federal agency who receives reports, data, or*  
6           *other information described in such subsection from*  
7           *the Administrator.*

8           “(2) *RULE OF CONSTRUCTION.—This section*  
9           *shall not be construed to limit the accident or inci-*  
10           *dent investigation authority of the National Trans-*  
11           *portation Safety Board under chapter 11, including*  
12           *the requirement to not disclose voluntarily provided*  
13           *safety-related information under section 1114.”.*

14 **SEC. 509. EXTENSION OF AIRCRAFT CERTIFICATION, SAFE-**  
15           **TY, AND ACCOUNTABILITY ACT REPORTING**  
16           **REQUIREMENTS.**

17           (a) *APPEALS OF CERTIFICATION DECISIONS.—Section*  
18           *44704(g)(1)(C)(ii) of title 49, United States Code, is*  
19           *amended by striking “2025” and inserting “2028”.*

20           (b) *OVERSIGHT OF ORGANIZATION DESIGNATION AU-*  
21           *THORIZATION UNIT MEMBERS.—Section 44741(f)(2) of title*  
22           *49, United States Code, is amended by striking “Not later*  
23           *than 90 days” and all that follows through “the Adminis-*  
24           *trator shall provide a briefing” and inserting “The Admin-*



1 *istrator shall provide an annual briefing each fiscal year*  
2 *through fiscal year 2028”.*

3 (c) *INTEGRATED PROJECT TEAMS.*—Section 108(f) of  
4 *the Aircraft Certification, Safety, and Accountability Act*  
5 *(49 U.S.C. 44704 note) is amended by striking “2023” and*  
6 *inserting “2028”.*

7 (d) *VOLUNTARY SAFETY REPORTING PROGRAM.*—Sec-  
8 *tion 113(f) of the Aircraft Certification, Safety, and Ac-*  
9 *countability Act (49 U.S.C. 44701 note) is amended by*  
10 *striking “2023” and inserting “2028”.*

11 (e) *CHANGED PRODUCT RULE.*—Section 117(b)(1) of  
12 *the Aircraft Certification, Safety, and Accountability Act*  
13 *(49 U.S.C. 44704 note) is amended by striking “2023” and*  
14 *inserting “2028”.*

15 **SEC. 510. DON YOUNG ALASKA AVIATION SAFETY INITIA-**  
16 **TIVE.**

17 (a) *IN GENERAL.*—Chapter 447 of title 49, United  
18 *States Code, is amended by adding at the end the following:*

19 **“§44745. Don Young Alaska Aviation Safety Initiative.**

20 *“(a) IN GENERAL.—The Administrator of the Federal*  
21 *Aviation Administration shall redesignate the FAA Alaska*  
22 *Aviation Safety Initiative of the Administration as the Don*  
23 *Young Alaska Aviation Safety Initiative (in this section re-*  
24 *ferred to as the ‘Initiative’), under which the Administrator*  
25 *shall carry out the provisions of this section and take such*

1 *other actions as the Administrator determines appropriate*  
2 *to improve aviation safety in covered locations.*

3 “(b) *OBJECTIVE.*—*The objective of the Initiative shall*  
4 *be to work cooperatively with aviation stakeholders and*  
5 *other stakeholders towards the goal of—*

6 “(1) *reducing the rate of fatal aircraft accidents*  
7 *in covered locations by 90 percent from 2019 to 2033;*  
8 *and*

9 “(2) *by January 1, 2033, eliminating fatal acci-*  
10 *dents of aircraft operated by an air carrier that oper-*  
11 *ates under part 135 of title 14, Code of Federal Regu-*  
12 *lations.*

13 “(c) *LEADERSHIP.*—

14 “(1) *IN GENERAL.*—*The Administrator shall des-*  
15 *ignate the Regional Administrator for the Alaskan*  
16 *Region of the Administration to serve as the Director*  
17 *of the Initiative.*

18 “(2) *REPORTING CHAIN.*—*In all matters relating*  
19 *to the Initiative, the Director of the Initiative shall*  
20 *report directly to the Administrator.*

21 “(3) *COORDINATION.*—*The Director of the Initia-*  
22 *tive shall coordinate with the heads of other offices*  
23 *and lines of business of the Administration, including*  
24 *the other regional administrators, to carry out the*  
25 *Initiative.*

1       “(d) *AUTOMATED WEATHER SYSTEMS.*—

2               “(1) *REQUIREMENT.*—*The Administrator shall*  
3 *ensure, to the greatest extent practicable, that a cov-*  
4 *ered automated weather system is installed and oper-*  
5 *ated at each covered airport not later than December*  
6 *31, 2030.*

7               “(2) *WAIVER.*—*In complying with the require-*  
8 *ment under paragraph (1), the Administrator may*  
9 *wave any positive benefit-cost ratio requirement for*  
10 *the installation and operation of a covered automated*  
11 *weather system.*

12               “(3) *PRIORITIZATION.*—*In developing the instal-*  
13 *lation timeline of a covered automated weather system*  
14 *at a covered airport pursuant to this subsection, the*  
15 *Administrator shall—*

16                       “(A) *coordinate and consult with the gov-*  
17 *ernments with jurisdiction over covered loca-*  
18 *tions, covered airports, air carriers operating in*  
19 *covered locations, private pilots based in covered*  
20 *locations, and such other members of the avia-*  
21 *tion community in covered locations; and*

22                       “(B) *prioritize early installation at covered*  
23 *airports that would enable the greatest number of*  
24 *instrument flight rule operations by air carriers*

1           *operating under part 121 or 135 of title 14, Code*  
2           *of Federal Regulations.*

3           “(4) *RELIABILITY.*—

4                   “(A) *IN GENERAL.*—*Pertaining to both Fed-*  
5                   *eral and non-Federal systems, the Administrator*  
6                   *shall be responsible for ensuring—*

7                           “(i) *the reliability of covered auto-*  
8                           *mated weather systems; and*

9                           “(ii) *the availability of weather infor-*  
10                          *mation from such systems.*

11                   “(B) *SPECIFICATIONS.*—*The Administrator*  
12                   *shall establish data availability and equipment*  
13                   *reliability specifications for covered automated*  
14                   *weather systems.*

15                   “(C) *SYSTEM RELIABILITY AND RESTORA-*  
16                   *TION PLAN.*—*Not later than 2 years after the*  
17                   *date of enactment of this section, the Adminis-*  
18                   *trator shall establish an automated weather sys-*  
19                   *tem reliability and restoration plan. Such plan*  
20                   *shall document the Administrator’s strategy for*  
21                   *ensuring covered automated weather system reli-*  
22                   *ability, including the availability of weather in-*  
23                   *formation from such system, and for restoring*  
24                   *service in as little time as possible.*

1           “(D) *TELECOMMUNICATIONS OR OTHER*  
2           *FAILURES.*—*If a covered automated weather sys-*  
3           *tem is unable to broadly disseminate weather in-*  
4           *formation due to a telecommunications failure or*  
5           *a failure other than an equipment failure, the*  
6           *Administrator shall take such actions as may be*  
7           *necessary to restore the full functionality and*  
8           *connectivity of the covered automated weather*  
9           *system. The Administrator shall take actions*  
10           *under this subparagraph with the same urgency*  
11           *as the Administrator would take an action to re-*  
12           *pair a covered automated weather system equip-*  
13           *ment failure or data fidelity issue.*

14           “(E) *RELIABILITY DATA.*—*In tabulating*  
15           *data relating to the operational status of covered*  
16           *automated weather systems (including individ-*  
17           *ually or collectively), the Administrator may not*  
18           *consider a covered automated weather system*  
19           *that is functioning nominally but is unable to*  
20           *broadly disseminate weather information tele-*  
21           *communications failure or a failure other than*  
22           *an equipment failure as functioning reliably.*

23           “(5) *INVENTORY.*—*The Administrator shall con-*  
24           *sider storing excess inventory necessary for air traffic*  
25           *control equipment, including commonly required re-*

1 *placement parts, in covered locations to reduce the*  
2 *amount of time necessary to acquire such equipment*  
3 *or such parts necessary to replace or repair air traffic*  
4 *control system components.*

5 “(6) *VISUAL WEATHER OBSERVATION SYSTEM.—*  
6 *Not later than 1 year after the date of enactment of*  
7 *this section, the Administrator shall take such actions*  
8 *as may be necessary to—*

9 “(A) *deploy visual weather observation sys-*  
10 *tems; and*

11 “(B) *ensure that such systems are capable of*  
12 *meeting the definition of covered automated*  
13 *weather systems.*

14 “(e) *WEATHER CAMERAS.—*

15 “(1) *IN GENERAL.—The Director shall continu-*  
16 *ously assess the state of the weather camera systems*  
17 *in covered locations to ensure the operational suffi-*  
18 *ciency and reliability of such systems.*

19 “(2) *APPLICATIONS.—The Director shall—*

20 “(A) *accept applications from persons to in-*  
21 *stall weather cameras; and*

22 “(B) *consult with the governments with ju-*  
23 *risdiction over covered locations, covered air-*  
24 *ports, air carriers operating in covered locations,*  
25 *private pilots based in covered locations, and*

1           *such other members of the aviation community*  
2           *in covered locations as the Administrator deter-*  
3           *mines appropriate to solicit additional locations*  
4           *at which to install and operate weather cameras.*

5           “(3) *PRESUMPTION.*—*Unless the Director has*  
6           *clear and compelling evidence to the contrary, the Di-*  
7           *rector shall presume that the installation of a weather*  
8           *camera at a covered airport, or that is recommended*  
9           *by a government with jurisdiction over a covered lo-*  
10          *cation, is cost beneficial and will improve aviation*  
11          *safety.*

12          “(f) *COOPERATION WITH OTHER AGENCIES.*—*In car-*  
13          *rying out this section, the Administrator shall cooperate*  
14          *with the heads of other Federal or State agencies with re-*  
15          *sponsibilities affecting aviation safety in covered locations,*  
16          *including the collection and dissemination of weather data.*

17          “(g) *SURVEILLANCE AND COMMUNICATION.*—

18                 “(1) *IN GENERAL.*—*The Director shall take such*  
19                 *actions as may be necessary to—*

20                         “(A) *encourage and incentivize the equipage*  
21                         *of aircrafts that operate under part 135 of title*  
22                         *14, Code of Federal Regulations, with automatic*  
23                         *dependent surveillance and broadcast out equip-*  
24                         *ment; and*

1           “(B) *improve aviation surveillance and*  
2           *communications in covered locations.*

3           “(2) *REQUIREMENT.*—*Not later than December*  
4           *31, 2030, the Administrator shall ensure that auto-*  
5           *matic dependent surveillance and broadcast coverage*  
6           *is available at 5,000 feet above ground level through-*  
7           *out each covered location.*

8           “(3) *WAIVER.*—*In complying with the require-*  
9           *ment under paragraph (2), the Administrator shall*  
10          *waive any positive benefit-cost ratio requirement for*  
11          *the installation and operation of equipment and fa-*  
12          *cilities necessary to implement such requirement.*

13          “(4) *SERVICE AREAS.*—*The Director shall con-*  
14          *tinuously identify additional automatic dependent*  
15          *surveillance–broadcast service areas in which the de-*  
16          *ployment of automatic dependent surveillance–broad-*  
17          *cast receivers and equipment would improve aviation*  
18          *safety.*

19          “(h) *OTHER PROJECTS.*—*The Director shall continue*  
20          *to build upon other initiatives recommended in the reports*  
21          *of the FAA Alaska Aviation Safety Initiative of the Admin-*  
22          *istration published before the date of enactment of this sec-*  
23          *tion.*

24          “(i) *ANNUAL REPORT.*—



1           “(1) *IN GENERAL.*—*The Director shall submit an*  
2           *annual report on the status and progress of the Ini-*  
3           *tiative to the Committee on Transportation and In-*  
4           *frastructure of the House of Representatives and the*  
5           *Committee on Commerce, Science, and Transpor-*  
6           *tation of the Senate.*

7           “(2) *OBJECTIVES AND REQUIREMENTS.*—*The re-*  
8           *port under paragraph (1) shall include a detailed de-*  
9           *scription of the Director’s progress in and plans for*  
10          *meeting the objectives of the Initiative under sub-*  
11          *section (b) and the other requirements of this section.*

12          “(3) *STAKEHOLDER COMMENTS.*—*The Director*  
13          *shall append stakeholder comments, organized by*  
14          *topic, to each report submitted under paragraph (1)*  
15          *in the same manner as appendix 3 of the report titled*  
16          *‘FAA Alaska Aviation Safety Initiative FY21 Final*  
17          *Report’, dated September 30, 2021.*

18          “(j) *FUNDING.*—

19                 “(1) *IN GENERAL.*—*Notwithstanding any other*  
20                 *provision of law, in fiscal years 2024 through 2028—*

21                         “(A) *the Administrator may, upon applica-*  
22                         *tion from the government with jurisdiction over*  
23                         *a covered location, use amounts apportioned to a*  
24                         *covered location under subsection (d)(2)(B) or*

1            *subsection (e)(5) of section 47114 to carry out*  
2            *the Initiative; or*

3            *“(B) the sponsor of an airport in a covered*  
4            *location that receives an apportionment under*  
5            *subsection (d)(2)(B) or subsection (e) of section*  
6            *47114 may use such apportionment for any pur-*  
7            *pose contained in this section.*

8            *“(2) SUPPLEMENTAL FUNDING.—Out of amounts*  
9            *made available under section 106(k) and section*  
10           *48101, not more than a total of \$25,000,000 for each*  
11           *of fiscal year 2024 through 2028 is authorized to be*  
12           *expended to carry out the Initiative.*

13           *“(k) DEFINITIONS.—In this section:*

14           *“(1) COVERED AIRPORT.—The term ‘covered air-*  
15           *port’ means an airport in a covered location that is*  
16           *included in the national plan of integrated airport*  
17           *systems required under section 47103 and that has a*  
18           *status other than unclassified in such plan.*

19           *“(2) COVERED AUTOMATED WEATHER SYSTEM.—*  
20           *The term ‘covered automated weather system’ means*  
21           *an automated or visual weather reporting facility*  
22           *that enables a pilot to begin an instrument procedure*  
23           *approach to an airport under section 91.1039 or*  
24           *135.225 of title 14, Code of Federal Regulations.*

1           “(3) *COVERED LOCATION*.—The term ‘covered lo-  
2           cation’ means Alaska, Hawaii, Puerto Rico, Amer-  
3           ican Samoa, Guam, the Northern Mariana Islands,  
4           and the United States Virgin Islands.”.

5           (b) *REMOTE POSITIONS*.—Section 40122(g) of title 49,  
6           United States Code, is amended by adding at the end the  
7           following:

8           “(7) *REMOTE POSITIONS*.—

9           “(A) *IN GENERAL*.—If the Administrator  
10           determines that a covered position has not been  
11           filled after multiple vacancy announcements and  
12           that there are unique circumstances affecting the  
13           ability of the Administrator to fill such position,  
14           the Administrator may consider, in consultation  
15           with the appropriate labor union, applicants for  
16           the covered position who apply under a vacancy  
17           announcement recruiting from the State or terri-  
18           tory in which the position is based.

19           “(B) *COVERED POSITION DEFINED*.—In this  
20           paragraph, the term ‘covered position’ means a  
21           safety-critical position based in Alaska, Hawaii,  
22           Puerto Rico, American Samoa, Guam, the  
23           Northern Mariana Islands, and the Virgin Is-  
24           lands.”.

1           (c) *RUNWAY LENGTH.*—*Notwithstanding any other*  
2 *provision of law, the Secretary of Transportation may not*  
3 *require an airport to shorten a runway or prevent airport*  
4 *improvement grants made by the Secretary to be used for*  
5 *reconstructing and rehabilitating a primary runway on the*  
6 *basis that the airport does not have a sufficient number of*  
7 *aircraft operations requiring a certain runway length if—*

8                   (1) *the airport is located in a covered location;*

9                   (2) *the airport is not connected to the road*  
10 *transportation network; and*

11                   (3) *the runway length is utilized by aircraft to*  
12 *deliver necessary cargo, including heating fuel and*  
13 *gasoline, for the community served by the airport.*

14           (d) *ALASKAN REGIONAL ADMINISTRATOR.*—

15                   (1) *SENSE OF CONGRESS.*—*It is the sense of*  
16 *Congress that—*

17                           (A) *the Regional Administrator for the*  
18 *Alaskan Region is a uniquely important position*  
19 *that contributes to aviation safety in the State of*  
20 *Alaska;*

21                           (B) *vacancies in any Federal Aviation Ad-*  
22 *ministration office have a deleterious effect on*  
23 *the efficacy of the Alaskan Region office;*

24                           (C) *a prolonged vacancy in the position of*  
25 *Regional Administrator for the Alaskan Region*

1           *may be detrimental to the effective administra-*  
2           *tion of such region and the Don Young Alaska*  
3           *Aviation Safety Initiative; and*

4           *(D) the Administrator of the Federal Avia-*  
5           *tion Administration should ensure that any va-*  
6           *cancy in the position of Regional Administrator*  
7           *for the Alaskan Region is filled with a highly*  
8           *qualified candidate as expeditiously as possible.*

9           (2) VACANCY NOTIFICATION REQUIREMENTS.—

10           (A) INITIAL VACANCY.—*The Administrator*  
11           *of the Federal Aviation Administration shall no-*  
12           *tify the appropriate committees of Congress when*  
13           *there is a vacancy for the position of Regional*  
14           *Administrator for the Alaskan Region.*

15           (B) STATUS UPDATES.—*Not later than 90*  
16           *days after the notification under subparagraph*  
17           (A) *(and every 30 days thereafter until the va-*  
18           *cancy described under subparagraph (A) is*  
19           *filled), the Administrator shall notify the appro-*  
20           *priate committees of Congress of any vacancy of*  
21           *such position, if so, provide an estimated*  
22           *timeline for filling such vacancy.*

23           (C) APPROPRIATE COMMITTEES OF CON-  
24           GRESS DEFINED.—*In this paragraph, the term*  
25           *“appropriate committees of Congress” means the*

1           *Committee on Transportation and Infrastructure*  
2           *of the House of Representatives and the Com-*  
3           *mittee on Commerce, Science, and Transpor-*  
4           *tation of the Senate.*

5           (D) *SUNSET.*—*This paragraph shall cease*  
6           *to be effective after September 30, 2028.*

7           (e) *IMPLEMENTATION OF NTSB RECOMMENDA-*  
8           *TIONS.*—

9           (1) *IN GENERAL.*—*Not later than 3 years after*  
10          *the date of enactment of this Act, the Administrator*  
11          *shall take such actions as may be necessary to imple-*  
12          *ment National Transportation Safety Board rec-*  
13          *ommendations A–22–25 and A–22–26 (as contained*  
14          *in Aviation Investigation Report AIR–22–09, adopted*  
15          *November 16, 2022).*

16          (2) *COORDINATION.*—*In taking actions under*  
17          *paragraph (1), the Administrator shall coordinate*  
18          *with the State of Alaska, airports in Alaska, air car-*  
19          *riers operating in Alaska, private pilots (including*  
20          *tour operators) based in Alaska, and such other mem-*  
21          *bers of the Alaska aviation community or other stake-*  
22          *holders as the Administrator determines appropriate.*

23          (f) *CLERICAL AMENDMENT.*—*The analysis for chapter*  
24          *447 of title 49, United States Code, is amended by adding*  
25          *at the end the following:*

*“44745. Don Young Alaska Aviation Safety Initiative.”.*

1 **SEC. 511. CONTINUED OVERSIGHT OF FAA COMPLIANCE**  
2 **PROGRAM.**

3 *Section 122 of the Aircraft Certification, Safety, and*  
4 *Accountability Act (Public Law 116–260; 134 Stat. 2344)*  
5 *is amended—*

6 *(1) in subsection (b) by striking paragraph (2)*  
7 *and inserting the following:*

8 *“(2) conduct an annual agency-wide evaluation*  
9 *of the Compliance Program through fiscal year 2028*  
10 *to assess the functioning and effectiveness of such pro-*  
11 *gram and to determine—*

12 *“(A) the need for long-term metrics that, to*  
13 *the maximum extent practicable, apply to all*  
14 *program offices to assess the effectiveness of the*  
15 *program;*

16 *“(B) if the program ensures the highest level*  
17 *of compliance with safety standards; and*

18 *“(C) if the program has met its stated safe-*  
19 *ty goals and purpose;”;*

20 *(2) in subsection (c)(4) by striking “2023” and*  
21 *inserting “2028”; and*

22 *(3) in subsection (d) by striking “2023” and in-*  
23 *serting “2028”.*

24 **SEC. 512. SCALABILITY OF SAFETY MANAGEMENT SYSTEMS.**

25 *In conducting any rulemaking to require, or imple-*  
26 *menting a regulation requiring, a safety management sys-*

1 *tem, the Administrator of the Federal Aviation Administra-*  
2 *tion shall consider the scalability of such safety manage-*  
3 *ment system requirements to the full range of entities in*  
4 *terms of size or complexity that may be affected by such*  
5 *rulemaking or regulation, including—*

6           (1) *how an entity can demonstrate compliance*  
7 *using various documentation, tools, and methods, in-*  
8 *cluding, as appropriate, systems with multiple small*  
9 *operators collectively monitoring for and addressing*  
10 *risks;*

11           (2) *a review of traditional safety management*  
12 *techniques and the suitability of such techniques for*  
13 *small entities;*

14           (3) *the applicability of existing safety manage-*  
15 *ment system programs implemented by an entity;*

16           (4) *the suitability of existing requirements under*  
17 *part 5 of title 14, Code of Federal Regulations, for*  
18 *small entities; and*

19           (5) *other unique challenges relating to small en-*  
20 *tities the Administrator determines appropriate to*  
21 *consider.*

22 **SEC. 513. FINALIZE SAFETY MANAGEMENT SYSTEM RULE-**  
23 **MAKING.**

24           (a) *IN GENERAL.—Not later than 180 days after the*  
25 *date of enactment of this Act, the Administrator of the Fed-*



1 *eral Aviation Administration shall issue a final rule relat-*  
2 *ing to the Notice of Proposed Rulemaking of the Federal*  
3 *Aviation Administration titled “Safety Management Sys-*  
4 *tems”, issued on January 11, 2023.*

5 *(b) APPLICABILITY.—In issuing a final rule under*  
6 *subsection (a), the Administrator shall ensure that the safe-*  
7 *ty management system requirement under the Notice of*  
8 *Proposed Rulemaking described in subsection (a) is applied*  
9 *to all certificate holders operating under the rules for com-*  
10 *muter and on-demand operations under part 135 of title*  
11 *14, Code of Federal Regulations, commercial air tour opera-*  
12 *tors operating under section 91.147 of such title, production*  
13 *certificate holders that are holders or licensees of a type cer-*  
14 *tificate for the same product, and holders of a type certifi-*  
15 *cate who license out such certificate for production under*  
16 *part 21 of such title.*

17 **SEC. 514. IMPROVEMENTS TO AVIATION SAFETY INFORMA-**  
18 **TION ANALYSIS AND SHARING.**

19 *(a) IN GENERAL.—Not later than 3 years after the*  
20 *date of enactment of this Act, the Administrator of the Fed-*  
21 *eral Aviation Administration shall implement improve-*  
22 *ments to the Aviation Safety Information Analysis and*  
23 *Sharing Program with respect to safety data sharing and*  
24 *risk mitigation.*

1       (b) *REQUIREMENTS.—In carrying out subsection (a),*  
2 *the Administrator shall—*

3           (1) *identify methods to increase the rate at*  
4 *which data is collected, processed, and analyzed to ex-*  
5 *peditiously share safety intelligence;*

6           (2) *develop predictive capabilities to anticipate*  
7 *emerging safety risks;*

8           (3) *identify methods to improve shared data en-*  
9 *vironments with external stakeholders;*

10          (4) *establish a robust process for prioritizing re-*  
11 *quests for safety information;*

12          (5) *establish guidance to encourage regular safety*  
13 *inspector review of non-confidential aviation safety*  
14 *and performance data;*

15          (6) *identify industry segments not yet included*  
16 *and conduct outreach to such industry segments to in-*  
17 *crease the rate of participation, including—*

18           (A) *general aviation;*

19           (B) *rotorcraft;*

20           (C) *air ambulance; and*

21           (C) *maintenance facilities; and*

22          (7) *establish processes for obtaining and ana-*  
23 *lyzing comprehensive and aggregate data for new and*  
24 *future industry segments.*

1       (c) *RULE OF CONSTRUCTION.*—*Nothing in this section*  
2 *shall be construed—*

3           (1) *to require the Administrator to share con-*  
4 *fidential or proprietary information and data to safe-*  
5 *ty inspectors for purposes of enforcement; or*

6           (2) *to limit the applicability of section 44735 of*  
7 *title 49, United States Code, to the Aviation Safety*  
8 *Information Analysis and Sharing Program.*

9       (d) *BRIEFING.*—*Not later than 180 days after the date*  
10 *of enactment of this Act, and every 6 months thereafter until*  
11 *the improvements under subsection (a) are made, the Ad-*  
12 *ministrator shall brief the Committee on Transportation*  
13 *and Infrastructure of the House of Representatives and the*  
14 *Committee on Commerce, Science, and Transportation of*  
15 *the Senate on the progress of implementation of the Avia-*  
16 *tion Safety Information Analysis and Sharing Program*  
17 *and steps taken to make improvements under subsection (a).*

18 **SEC. 515. IMPROVEMENT OF CERTIFICATION PROCESSES.**

19       (a) *IN GENERAL.*—*The Administrator of the Federal*  
20 *Aviation Administration shall continually look for opportu-*  
21 *nities and methods to improve the processing of applica-*  
22 *tions, consideration of applications, communication with*  
23 *applicants, and quality of feedback provided to applicants,*  
24 *for aircraft certification projects.*

1           (b) *CERTIFICATION IMPROVEMENTS.*—Not later than  
2 270 days after the date of enactment of this Act, the Admin-  
3 istrator shall enter into an appropriate arrangement with  
4 a qualified third-party organization or consortium to iden-  
5 tify and assess digital tools and software systems to allow  
6 for efficient and virtual evaluation of an applicant design,  
7 associated documentation, and software or systems engi-  
8 neering product, including in digital 3 dimensional formats  
9 or using model-based systems engineering design techniques  
10 for aircraft certification projects.

11           (c) *PARTIES TO REVIEW.*—In identifying digital tools  
12 and software systems as described in subsection (b), the Ad-  
13 ministrator shall ensure that the qualified third-party orga-  
14 nization or consortium entering into an arrangement under  
15 this section shall, throughout the review, consult with—

16                   (1) the aircraft certification and flight standards  
17 offices or services of the Administration; and

18                   (2) at least 3 industry members representing air-  
19 craft and aircraft part manufacturing interests.

20           (d) *DIGITAL TOOL AND SOFTWARE SYSTEM REQUIRE-*  
21 *MENTS.*—In identifying digital tools and software systems  
22 under subsection (b), the qualified third-party organization  
23 or consortium shall—

24                   (1) consider the interoperability of such systems  
25 to the extent practicable;

1           (2) consider the scalability and usability of such  
2 systems for differing use-cases by aircraft manufac-  
3 turers, aircraft operators, and the Administration, in-  
4 cluding cross-office use-cases within the Administra-  
5 tion;

6           (3) consider such systems currently in use by  
7 United States manufacturers or other civil aviation  
8 authorities for certification and engineering purposes;

9           (4) consider the—

10           (A) available technology support for such  
11 systems; and

12           (B) ability for such systems to be updated  
13 and adapted over time to improve user inter-  
14 faces, including providing additional  
15 functionalities and addressing gaps;

16           (5) consider the ability of digital tools and soft-  
17 ware systems to aid in the electronic review of soft-  
18 ware components of aircraft and aircraft systems;

19           (6) consider the ability of the Administration  
20 and aircraft designers to use digital tools and soft-  
21 ware systems for corrective actions and modifications  
22 in a more rapid fashion;

23           (7) determine if each system provides adequate  
24 protections for the exchange of information between

1        *governmental and nongovernmental entities, includ-*  
2        *ing—*

3                    *(A) intellectual property protections;*

4                    *(B) cyber and network security protections;*

5                    *and*

6                    *(C) the ability for governmental and non-*  
7                    *governmental entities to control what is accept-*  
8                    *able and what is restricted for other parties;*

9                    *(8) evaluate the estimated ease of adoption and*  
10                    *any impediments to adoption for personnel of the*  
11                    *Federal Aviation Administration; and*

12                    *(9) evaluate the ability for nongovernmental or-*  
13                    *ganizations of various sizes to adopt and utilize the*  
14                    *digital and software systems identified under sub-*  
15                    *section (b) to improve the aircraft certification appli-*  
16                    *cation and coordination processes with the Adminis-*  
17                    *tration.*

18                    *(e) ASSESSMENT.—After reviewing digital and soft-*  
19                    *ware systems under subsection (b), the qualified third-party*  
20                    *organization or consortium shall provide an assessment to*  
21                    *the Administrator as to—*

22                    *(1) whether or not digital and software systems*  
23                    *and tools would improve the coordination of the Ad-*  
24                    *ministration with industry;*

1           (2) *whether or not such systems and tools would*  
2           *improve the ability of the Administration to validate*  
3           *and verify aircraft and software designs in non-paper*  
4           *formats; and*

5           (3) *the potential safety benefits or safety risks of*  
6           *using such systems and tools.*

7           (f) *CONTENT OF ASSESSMENT.—In the event the quali-*  
8           *fied third-party organization or consortium finds that dig-*  
9           *ital and software systems and tools would assist the work*  
10          *of the Administration and improve certification projects*  
11          *processing, the assessment described under subsection (e)*  
12          *shall also include—*

13           (1) *a prioritization, expected costs, and timeline*  
14           *of acquisitions and training based on immediate and*  
15           *future needs and benefits; and*

16           (2) *suggest actions the Administration could take*  
17           *in order to institutionalize the use of such technologies*  
18           *at the headquarters and field offices of the Adminis-*  
19           *tration, and to protect information shared through*  
20           *such technologies, including recommended updates to*  
21           *orders issued by the Administration.*

22           (g) *IMPLEMENTATION.—Based on the assessment re-*  
23           *quired in subsections (e) and (f), if the qualified third-party*  
24           *organization finds that the use of digital software systems*

1 *and tools would assist the work of the agency, the Adminis-*  
2 *trator shall—*

3           (1) *provide the Committee on Transportation*  
4 *and Infrastructure of the House of Representatives*  
5 *and the Committee on Commerce, Science, and Trans-*  
6 *portation of the Senate with a briefing on the in-*  
7 *tended actions of the Administrator;*

8           (2) *not later than 60 days after receiving such*  
9 *assessment develop a plan to—*

10                   (A) *work towards the acquisition of the sys-*  
11 *tems and tools recommended, subject to the avail-*  
12 *ability of appropriations;*

13                   (B) *update any applicable orders and guid-*  
14 *ance to allow for the use of these new systems*  
15 *and tools by personnel of the Administration and*  
16 *nongovernmental entities applying to or coordi-*  
17 *nating with the Administration on certification*  
18 *related activities, at the discretion of the appli-*  
19 *cant or nongovernmental entity;*

20                   (C) *on an ongoing basis review and modify*  
21 *orders and guidance to improve the use of these*  
22 *systems and tools as well as addressing any in-*  
23 *tellectual property vulnerabilities; and*

24           (h) *BRIEFING.—Not later than 30 months after receiv-*  
25 *ing such assessment, the Administrator shall provide the*



1 *committees described in paragraph (1) with a briefing on*  
2 *the use, benefits, and any drawbacks of the systems and*  
3 *tools, including comparisons between certification programs*  
4 *using and not using digital and software systems and tools.*

5 **SEC. 516. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS**  
6 **AVIATION RULEMAKING COMMITTEE.**

7 (a) *IN GENERAL.*—Not later than 90 days after the  
8 *date of enactment of this Act, the Administrator of the Fed-*  
9 *eral Aviation Administration shall convene an aviation*  
10 *rulemaking committee to review, and develop findings and*  
11 *recommendations regarding, instructions for continued air-*  
12 *worthiness (as described in section 21.50 of title 14, Code*  
13 *of Federal Regulations), and provide to the Administrator*  
14 *a report on such findings and recommendations and for*  
15 *other related purposes as determined by the Administrator.*

16 (b) *COMPOSITION.*—The aviation rulemaking com-  
17 *mittee established pursuant to subsection (a) shall consist*  
18 *of members appointed by the Administrator, including rep-*  
19 *resentatives of—*

20 (1) *holders of type certificates (as described in*  
21 *subpart B of part 21, title 14, Code of Federal Regu-*  
22 *lations);*

23 (2) *holders of production certificates (as de-*  
24 *scribed in subpart G of part 21, title 14, Code of Fed-*  
25 *eral Regulations);*

1           (3) holders of parts manufacturer approvals (as  
2           described in subpart K of part 21, title 14, Code of  
3           Federal Regulations);

4           (4) holders of technical standard order author-  
5           izations (as described in subpart O of part 21, title  
6           14, Code of Federal Regulations);

7           (5) operators under parts 121, 125, or 135 of  
8           title 14, Code of Federal Regulations;

9           (6) holders of repair station certificates (as de-  
10          scribed in section 145 of title 14, Code of Federal Reg-  
11          ulations);

12          (7) the certified bargaining representative of  
13          aviation safety inspectors for the Administration;

14          (8) general aviation operators;

15          (9) mechanics certificated under part 65 of title  
16          14, Code of Federal Regulations;

17          (10) holders of supplemental type certificates (as  
18          described in subpart E of part 21 of title 14, Code of  
19          Federal Regulations);

20          (11) designated engineering representatives em-  
21          ployed by repair stations; and

22          (12) aviation safety experts with specific knowl-  
23          edge of instructions for continued airworthiness poli-  
24          cies and regulations.

1       (c) *CONSIDERATIONS.*—*The aviation rulemaking com-*  
2 *mittee established pursuant to subsection (a) shall con-*  
3 *sider—*

4           (1) *existing standards, regulations, certifications,*  
5 *assessments, and guidance related to instructions for*  
6 *continued airworthiness and the clarity of such stand-*  
7 *ards, regulations, certifications, assessments, and*  
8 *guidance to all parties;*

9           (2) *the sufficiency of safety data used in pre-*  
10 *paring instructions for continued airworthiness;*

11          (3) *the sufficiency of maintenance data used in*  
12 *preparing instructions for continued airworthiness;*

13          (4) *the protection of proprietary information*  
14 *and intellectual property in instructions for contin-*  
15 *ued airworthiness;*

16          (5) *the availability of instructions for continued*  
17 *airworthiness, as needed, for maintenance activities;*

18          (6) *the need to harmonize or deconflict proposed*  
19 *and existing regulations with other Federal regula-*  
20 *tions, guidance, and policies;*

21          (7) *international collaboration, where appro-*  
22 *priate and consistent with the interests of safety in*  
23 *air commerce and national security, with other civil*  
24 *aviation authorities, international aviation and*

1 *standards organizations, and any other appropriate*  
2 *entities; and*

3 *(8) any other matter the Administrator deter-*  
4 *mines appropriate.*

5 *(d) DUTIES.—The Administrator shall—*

6 *(1) not later than 1 year after the date of enact-*  
7 *ment of this Act, submit to the Committee on Trans-*  
8 *portation and Infrastructure of the House of Rep-*  
9 *resentatives and the Committee on Commerce,*  
10 *Science, and Transportation of the Senate a copy of*  
11 *the aviation rulemaking committee report under sub-*  
12 *section (a); and*

13 *(2) not later than 180 days after the date of sub-*  
14 *mission of the report under paragraph (1), initiate a*  
15 *rulemaking activity or make such policy and guid-*  
16 *ance updates necessary to address any consensus rec-*  
17 *ommendations reached by the aviation rulemaking*  
18 *committee established pursuant to subsection (a), as*  
19 *determined appropriate by the Administrator.*

20 **SEC. 517. CLARITY FOR SUPPLEMENTAL TYPE CERTIFICATE**  
21 **REQUIREMENTS.**

22 *(a) IN GENERAL.—The Administrator of the Federal*  
23 *Aviation Administration shall issue or update guidance,*  
24 *policy documents, orders, job aids, or regulations to clarify*  
25 *the conditions under which a major alteration will require*

1 *a supplemental type certificate under part 21 of title 14,*  
2 *Code of Federal Regulations.*

3 (b) *CONTENTS.*—*Issuances or updates under subsection*  
4 *(a) shall include providing clarity around—*

5 (1) *the terms “might appreciatively effect” and*  
6 *“no appreciable effect pursuant to sections 1.1 and*  
7 *21.93 of title 14, Code of Federal Regulations, respec-*  
8 *tively”;* and

9 (2) *whether the term “other approved design”, as*  
10 *such term appears in part 21.1 of title 14, Code of*  
11 *Federal Regulations, includes engineering data ap-*  
12 *proved by the Administrator by means other than*  
13 *through a supplemental type certificate.*

14 (c) *CONSIDERATIONS.*—*In satisfying subsection (a),*  
15 *the Administrator shall make such updates as necessary to*  
16 *provide consideration for the level of effort required by an*  
17 *applicant to make a major alteration and the associated*  
18 *level of risk to the national airspace system for a single*  
19 *aircraft or multiple aircraft using such alteration.*

20 **SEC. 518. USE OF ADVANCED TOOLS IN CERTIFYING AERO-**  
21 **SPACE PRODUCTS.**

22 (a) *IN GENERAL.*—*Not later than 30 months after the*  
23 *date of enactment of this Act, the Administrator of the Fed-*  
24 *eral Aviation Administration shall complete an assessment*  
25 *of the use of advanced tools during the testing, analysis,*

1 *and verification stages of aerospace certification projects to*  
2 *reduce the risks associated with high-risk flight profiles and*  
3 *performing limit testing.*

4 *(b) CONSIDERATIONS.—In carrying out the assessment*  
5 *under subsection (a), the Administrator shall consider—*

6 *(1) instances where high risk flight profiles and*  
7 *limit testing have already occurred in the certifi-*  
8 *cation process and the applicability of such test data*  
9 *for use in other aspects of flight testing;*

10 *(2) the safety of pilots during such testing;*

11 *(3) the value and accuracy of data collected*  
12 *using such advanced tools;*

13 *(4) the ability to produce more extensive data*  
14 *sets using such advanced tools;*

15 *(5) any aspects of testing for which the use of*  
16 *such tools would not be valuable or applicable;*

17 *(6) the cost of using such advanced tools; and*

18 *(7) the best practices of other civil aviation au-*  
19 *thorities that permit the use of advanced tools during*  
20 *aerospace certification projects.*

21 *(c) CONSULTATION.—In carrying out the assessment*  
22 *under subsection (a), the Administrator shall consult*  
23 *with—*

1           (1) *aircraft manufacturers, including manufac-*  
2           *turers that have designed and certified aircraft*  
3           *under—*

4                   (A) *part 23 of title 14, Code of Federal Reg-*  
5           *ulations;*

6                   (B) *part 25 of such title; or*

7                   (C) *part 27 of such title;*

8           (2) *aircraft manufacturers that have designed*  
9           *and certified, or are in the process of certifying, air-*  
10          *craft with a novel design under part 21.17(b) of such*  
11          *title;*

12          (3) *associations representing aircraft manufac-*  
13          *turers;*

14          (4) *researchers and academics in related fields;*  
15          *and*

16          (5) *pilots who are experts in flight testing.*

17          (d) *CONGRESSIONAL REPORT.—Not later than 60 days*  
18          *after the completion of the assessment under subsection (a),*  
19          *the Administrator shall brief the Committee on Transpor-*  
20          *tation and Infrastructure of the House of Representatives*  
21          *and the Committee on Commerce, Science, and Transpor-*  
22          *tation of the Senate on—*

23                   (1) *the results of the assessment conducted under*  
24          *subsection (a); and*

1           (2) *how the Administrator plans to implement*  
2           *the findings of the assessment and any changes needed*  
3           *to Administration policy, guidance, and regulations*  
4           *to allow for and optimize the use of advanced tools*  
5           *during the certification of aerospace products in order*  
6           *to reduce risk and improve safety outcomes.*

7   **SEC. 519. TRANSPORT AIRPLANE AND PROPULSION CER-**  
8                                   **TIFICATION MODERNIZATION.**

9           *Not later than 1 year after the date of enactment of*  
10          *this Act, the Administrator of the Federal Aviation Admin-*  
11          *istration shall publish a notice of proposed rulemaking for*  
12          *the rulemaking activity titled “Transport Airplane and*  
13          *Propulsion Certification Modernization”, published in Fall*  
14          *2022 in the Unified Agenda of Federal Regulatory and De-*  
15          *regulatory Actions (RIN 2120–AL42).*

16   **SEC. 520. ENGINE FIRE PROTECTION STANDARDS.**

17          (a) *IN GENERAL.*—*Not later than 2 years after the*  
18          *date of enactment of this Act, the Administrator of the Fed-*  
19          *eral Aviation Administration shall establish an internal*  
20          *regulatory review team to review and compare domestic and*  
21          *international airworthiness standards and guidance for*  
22          *aircraft engine firewalls.*

23          (b) *REVIEW.*—*In completing the review under sub-*  
24          *section (a), the regulatory review team shall—*



1           (1) *identify any significant differences in stand-*  
2           *ards or guidance with respect to test article selection,*  
3           *fire test boundaries, and pass-fail criteria;*

4           (2) *consider if alternative international stand-*  
5           *ards used by peer civil aviation authorities reflect best*  
6           *practices that should be adopted by the Administra-*  
7           *tion;*

8           (3) *recommend updates, if appropriate, to the*  
9           *Significant Standards List of the Administration*  
10          *based on any findings;*

11          (4) *assess whether a selection of aircraft engine*  
12          *firewalls certified by other civil aviation authorities,*  
13          *which were validated by the Administration, comply*  
14          *with the requirements of the Administration;*

15          (5) *recommend actions the Administration*  
16          *should take during future validation activities or with*  
17          *other civil aviation authorities to address any gaps in*  
18          *requirements; and*

19          (6) *consult with industry stakeholders during*  
20          *such review.*

21          (c) *BRIEFING.*—*Not later than 120 days after the com-*  
22          *pletion of the review under subsection (a), the Adminis-*  
23          *trator shall brief the Committee on Transportation and In-*  
24          *frastructure of the House of Representatives and the Com-*  
25          *mittee on Commerce, Science, and Transportation of the*

1 *Senate on the findings and recommendations stemming*  
2 *from such review.*

3 **SEC. 521. RISK MODEL FOR PRODUCTION FACILITY INSPEC-**  
4 **TIONS.**

5 *(a) IN GENERAL.—Not later than 18 months after the*  
6 *date of enactment of this Act and periodically thereafter,*  
7 *the Administrator of the Federal Aviation Administration*  
8 *shall—*

9 *(1) conduct a review of the risk-based model used*  
10 *by Federal Aviation Administration certification*  
11 *management offices to inform the frequency of air-*  
12 *craft manufacturing or production facility inspec-*  
13 *tions; and*

14 *(2) update the model to ensure such model ade-*  
15 *quately accounts for risk at facilities during periods*  
16 *of increased production.*

17 *(b) BRIEFINGS.—Not later than 60 days after the date*  
18 *on which the review is conducted under subsection (a), the*  
19 *Administrator shall brief the Committee on Transportation*  
20 *and Infrastructure of the House of Representatives and the*  
21 *Committee on Commerce, Science, and Transportation of*  
22 *the Senate on—*

23 *(1) the results of the review;*

24 *(2) any changes made to the risk-based model de-*  
25 *scribed in subsection (a); and*

1           (3) *how such changes would help improve the in-*  
2           *plant inspection process.*

3 **SEC. 522. SECONDARY COCKPIT BARRIERS.**

4           (a) *IN GENERAL.*—*Not later than 6 months after the*  
5 *issuance of a final rule on the proposed rule of the Federal*  
6 *Aviation Administration titled “Installation and Oper-*  
7 *ation of Flightdeck Installed Physical Secondary Barriers*  
8 *on Transport Category Airlines in Part 121 Service”, and*  
9 *issued on August 1, 2022 (87 Fed. Reg. 46892), the Admin-*  
10 *istrator of the Federal Aviation Administration shall con-*  
11 *vene an aviation rulemaking committee to review and de-*  
12 *velop findings and recommendations to require installation*  
13 *of a secondary cockpit barrier on aircraft operated under*  
14 *the provisions of part 121 of title 14, Code of Federal Regu-*  
15 *lations, that are not captured under another regulation or*  
16 *proposed regulation.*

17           (b) *MEMBERSHIP.*—*The Administrator shall appoint*  
18 *the members of the rulemaking committee convened under*  
19 *subsection (a), which shall be comprised of at least 1 rep-*  
20 *resentative each of—*

21           (1) *mainline air carriers;*

22           (2) *regional air carriers;*

23           (3) *cargo air carriers;*

24           (4) *aircraft manufacturers;*

25           (5) *a labor group representing pilots;*

1           (6) a labor group representing flight attendants;  
2           and

3           (7) other stakeholders the Administrator deter-  
4           mines appropriate.

5           (c) *CONSIDERATIONS.*—*The aviation rulemaking com-*  
6           *mittee convened under subsection (a) shall consider—*

7           (1) minimum dimension requirements for sec-  
8           ondary barriers on all aircraft types operated under  
9           part 121 of title 14, Code of Federal Regulations;

10          (2) secondary barrier performance standards  
11          manufacturers and air carriers must meet for such  
12          aircraft types;

13          (3) the availability of certified secondary bar-  
14          riers suitable for use on such aircraft types;

15          (4) the development, certification, testing, manu-  
16          facturing, installation, and training for secondary  
17          barriers for such aircraft types;

18          (5) flight duration and stage length;

19          (6) the location of lavatory on such aircraft as  
20          related to operational complexities;

21          (7) operational complexities;

22          (8) any risks to safely evacuate passengers of  
23          such aircraft; and

24          (9) other considerations the Administrator deter-  
25          mines appropriate.

1           (d) *REPORT TO CONGRESS.*—Not later than 18 months  
2 *after the convening of the aviation rulemaking committee*  
3 *described in subsection (a), the Administrator shall submit*  
4 *to the Committee on Transportation and Infrastructure of*  
5 *the House of Representatives and the Committee on Com-*  
6 *merce, Science, and Transportation of the Senate, a report*  
7 *based on the findings and recommendations of the aviation*  
8 *rulemaking committee convened under subsection (a), to in-*  
9 *clude—*

10           (1) *if applicable, any dissenting positions on the*  
11 *findings and the rationale for each position; and*

12           (2) *any disagreements, including the rationale*  
13 *for each position and the reasons for the disagree-*  
14 *ment.*

15 **SEC. 523. REVIEW OF FAA USE OF AEROSPACE SAFETY**

16           **DATA.**

17           (a) *IN GENERAL.*—Not later than 1 year after the date  
18 *of enactment of this Act, the Administrator of the Federal*  
19 *Aviation Administration shall enter into an appropriate*  
20 *arrangement with a qualified third-party organization or*  
21 *consortium to evaluate the Administration's collection, col-*  
22 *lation, analysis, and use of aerospace data across the Ad-*  
23 *ministration.*

1       (b) *CONSULTATION.*—*In completing the evaluation*  
2 *under subsection (a), the qualified third-party organization*  
3 *or consortium shall—*

4           (1) *seek the input of experts in data analytics,*  
5 *including at least 1 expert in the commercial data*  
6 *services or analytics solutions sector;*

7           (2) *consult with the National Transportation*  
8 *Safety Board and the Transportation Research*  
9 *Board; and*

10          (3) *consult with appropriate federally funded re-*  
11 *search and development centers, to the extent that*  
12 *such centers are not already involved in the evalua-*  
13 *tion.*

14       (c) *SUBSTANCE OF EVALUATION.*—*In completing the*  
15 *evaluation under subsection (a), the qualified third-party*  
16 *organization or consortium shall—*

17           (1) *compile a list of internal and external*  
18 *sources, databases, and streams of information the*  
19 *Administration receives or has access to that provide*  
20 *the Administration with operational or safety infor-*  
21 *mation and data about the national airspace system,*  
22 *its users, and other regulated entities of the Adminis-*  
23 *tration;*

24           (2) *review data sets to determine completeness*  
25 *and accuracy of relevant information;*

1           (3) identify gaps in information that the Admin-  
2           istration could fill through sharing agreements, part-  
3           nerships, or other means that would add value during  
4           safety trend analysis;

5           (4) assess the Administration’s capabilities, in-  
6           cluding analysis systems and workforce skillsets, to  
7           analyze relevant data and information to make in-  
8           formed decisions;

9           (5) review data and information for proper stor-  
10          age, identification controls, and data privacy—

11                 (A) as required by law; and

12                 (B) consistent with best practices for data  
13                 collection, storage, and use;

14          (6) review the format of such data and identify  
15          methods to improve the usefulness of such data;

16          (7) assess internal and external access to data  
17          for—

18                 (A) appropriateness based on data type and  
19                 level of detail;

20                 (B) proper data access protocols and pre-  
21                 cautions; and

22                 (C) maximizing availability of safety-re-  
23                 lated data that could support the improvement of  
24                 safety management systems of and trend identi-

1           *fication by regulated entities and the Adminis-*  
2           *tration;*

3           *(8) examine the collation and dissemination of*  
4           *data within offices and between offices of the Admin-*  
5           *istration;*

6           *(9) review and recommend improvements to the*  
7           *data analysis techniques of the Administration; and*

8           *(10) recommend investments the Administration*  
9           *should consider to better collect, manage, and analyze*  
10          *data sets, including within and between offices of the*  
11          *Administration.*

12          *(d) ACCESS TO INFORMATION.—The Administration*  
13          *shall provide the qualified third-party organization or con-*  
14          *sortium and the experts described in subsection (b) with*  
15          *adequate access to safety and operational data collected by*  
16          *and held by the agency across all offices of the Administra-*  
17          *tion, except if specific access is otherwise prohibited by law.*

18          *(e) NONDISCLOSURE.—Prior to participating in the*  
19          *review, the Administrator shall ensure that each person*  
20          *participating in the evaluation under this section enters*  
21          *into an agreement with the Administrator in which the per-*  
22          *son shall be prohibited from disclosing at any time, except*  
23          *as required by law, to any person, foreign or domestic, any*  
24          *non-public information made accessible to the federally*  
25          *funded research and development center under this section.*



1       (f) *REPORT.*—*The qualified third-party organization*  
2 *or consortium carrying out the evaluation under this sec-*  
3 *tion shall provide a report of the findings of the center to*  
4 *the Administrator and include recommendations to improve*  
5 *the Administration’s collection, collation, analysis, and use*  
6 *of aerospace data, including recommendations to—*

7           (1) *improve data access across offices within the*  
8 *Administration, as necessary, to support efficient exe-*  
9 *cution of safety analysis and programs across such of-*  
10 *fices;*

11           (2) *improve data storage best practices;*

12           (3) *develop or refine methods for collating data*  
13 *from multiple administration and industry sources;*  
14 *and*

15           (4) *procure or use available analytics tools to*  
16 *draw conclusions and identify previously unrecog-*  
17 *nized trends or miscategorized risks in the aviation*  
18 *system, particularly when identification of such infor-*  
19 *mation requires the analysis of multiple sets of data*  
20 *from multiple sources.*

21       (g) *IMPLEMENTATION OF RECOMMENDATIONS.*—*Not*  
22 *later than 6 months after the receipt of the report under*  
23 *subsection (f), the Administrator shall review, develop an*  
24 *implementation plan, and begin the implementation of the*  
25 *recommendations received in such report.*

1       (h) *REVIEW OF IMPLEMENTATION.*—*The qualified*  
2 *third-party organization or consortium that conducted the*  
3 *initial evaluation, and any experts who contributed to such*  
4 *evaluation pursuant to subsection (b)(1), shall provide reg-*  
5 *ular feedback and advice to the Administrator on the imple-*  
6 *mentation plan developed under subsection (g) and any im-*  
7 *plementation activities for at least 2 years beginning on*  
8 *the date of the receipt of the report under subsection (f).*

9       (i) *REPORT TO CONGRESS.*—*The Administrator shall*  
10 *submit to the Committee on Transportation and Infrastruc-*  
11 *ture of the House of Representatives and the Committee on*  
12 *Commerce, Science, and Transportation of the Senate the*  
13 *report described in subsection (f) and the implementation*  
14 *plan described in subsection (g).*

15       (j) *EXISTING REPORTING SYSTEMS.*—*Consistent with*  
16 *section 132 of the Aircraft Certification, Safety, and Ac-*  
17 *countability Act (Public Law 116–260), the Executive Di-*  
18 *rector of the Transportation Research Board, in consulta-*  
19 *tion with the Secretary of Transportation and the Adminis-*  
20 *trator, may further harmonize data and sources following*  
21 *the implementation of recommendations contained in the*  
22 *report required under subsection (g).*

23 **SEC. 524. PART 135 DUTY AND REST.**

24       (a) *PART 91 TAIL-END FERRY RULEMAKING.*—*Not*  
25 *later than 3 years after the date of enactment of this Act,*

1 *the Administrator of the Federal Aviation Administration*  
2 *shall require that any operation conducted by a flightcrew*  
3 *member during an assigned duty period under the oper-*  
4 *ational control of an operator holding a certificate under*  
5 *part 135 of title 14, Code of Federal Regulations, before,*  
6 *during, or after the duty period (including any operations*  
7 *under part 91 of title 14, Code of Federal Regulations),*  
8 *without an intervening rest period, shall count towards the*  
9 *flight time and duty period limitations of such flightcrew*  
10 *member under part 135 of title 14, Code of Federal Regula-*  
11 *tions.*

12       (b) *RECORD KEEPING.*—*Not later than 1 year after*  
13 *the date of enactment of this Act, the Administrator shall*  
14 *update any Administration policy and guidance regarding*  
15 *complete and accurate record keeping practices for opera-*  
16 *tors holding a certificate under part 135 of title 14, Code*  
17 *of Federal Regulations, in order to properly document, at*  
18 *a minimum—*

- 19           (1) *flightcrew assignments;*  
20           (2) *flightcrew rest notifications;*  
21           (3) *compliance with flight and duty times limi-*  
22 *tations and post-duty rest requirements; and*  
23           (4) *duty period start and end times.*

24       (c) *SAFETY MANAGEMENT SYSTEM OVERSIGHT.*—*The*  
25 *Administrator, in performing oversight of the safety man-*

1 *agement system of an operator holding a certificate under*  
2 *part 135 of title 14, Code of Federal Regulations, following*  
3 *the implementation of the final rule issued based on the*  
4 *rulemaking titled “Safety Management Systems”, and pub-*  
5 *lished on January 11, 2023 (88 Fed. Reg 1932), shall en-*  
6 *sure such operator is evaluating and appropriately miti-*  
7 *gating aviation safety risks, including, at minimum, risks*  
8 *associated with—*

9           (1) *inadequate flightcrew member duty and rest*  
10 *periods; and*

11           (2) *incomplete records pertaining to flightcrew*  
12 *rest, duty, and flight times.*

13 **SEC. 525. COCKPIT VOICE AND VIDEO RECORDERS.**

14       (a) *IN GENERAL.—Chapter 447 of title 49, United*  
15 *States Code, is further amended by adding at the end the*  
16 *following:*

17 **“§ 44746. Cockpit recording device**

18       “(a) *IN GENERAL.—Not later than 18 months after the*  
19 *date of enactment of this section, the Administrator of the*  
20 *Federal Aviation Administration shall complete a rule-*  
21 *making proceeding to—*

22           “(1) *require that, not later than 4 years after the*  
23 *date of enactment of this section, all applicable air-*  
24 *craft are fitted with a cockpit voice recorder and a*

1 *flight data recorder that are each capable of recording*  
2 *the most recent 25 hours of data;*

3 *“(2) prohibit any person from deliberately eras-*  
4 *ing or tampering with any recording on such a cock-*  
5 *pit voice recorder or flight data recorder following a*  
6 *National Transportation Safety Board reportable*  
7 *event under part 830 of title 49, Code of Federal Reg-*  
8 *ulations, and provide for civil and criminal penalties*  
9 *for such deliberate erasing or tampering, which may*  
10 *be assessed in accordance with section 1155 and sec-*  
11 *tion 32 of title 18;*

12 *“(3) require that such a cockpit voice recorder*  
13 *has the capability for an operator to use an erasure*  
14 *feature, such as an installed bulk erase function, con-*  
15 *sistent with applicable law and regulations;*

16 *“(4) require that, in the case of such a cockpit*  
17 *voice recorder or flight data recorder that uses a solid*  
18 *state recording medium in which activation of a bulk*  
19 *erase function assigns a random discrete code to the*  
20 *deleted recording, only the manufacturer of the re-*  
21 *recorder and National Transportation Safety Board*  
22 *have access to the software necessary to determine the*  
23 *code in order to extract the deleted recorded data; and*

24 *“(5) ensure that data on such a cockpit voice re-*  
25 *recorder or a flight data recorder, through technical*

1       *means other than encryption (such as overwriting or*  
2       *the substitution of a blank recording medium before*  
3       *the recorder is returned to the owner) is not disclosed*  
4       *for use other than for accident or incident investiga-*  
5       *tion purposes.*

6       “(b) *PROHIBITED USE.*—*A cockpit voice recorder re-*  
7       *ording shall not be used by the Administrator or any em-*  
8       *ployer for any certificate action, civil penalty, or discipli-*  
9       *nary proceedings against flight crewmembers.*

10       “(c) *APPLICABLE AIRCRAFT DEFINED.*—*In this sec-*  
11       *tion, the term ‘applicable aircraft’ means an aircraft that*  
12       *is—*

13               “(1) *operated under part 121 of title 14, Code of*  
14       *Federal Regulations; and*

15               “(2) *required by regulation to have a cockpit*  
16       *voice recorder or a flight data recorder.”.*

17       “(b) *CLERICAL AMENDMENT.*—*The analysis for chapter*  
18       *447 of title 49, United States Code, is further amended by*  
19       *adding at the end the following:*

      “44746. *Cockpit recording device.*”.

20       **SEC. 526. FLIGHT DATA RECOVERY FROM OVERWATER OP-**  
21               **ERATIONS.**

22       “(a) *IN GENERAL.*—*The Administrator of the Federal*  
23       *Aviation Administration shall direct the Aviation Rule-*  
24       *making Advisory Committee (hereinafter referred to as the*

1 “Committee” in this section) to review regulations regard-  
2 ing flight data recovery for aircraft—

3 (1) operated under part 121 of title 14, Code of  
4 Federal Regulations; and

5 (2) used in extended overwater operations.

6 (b) CONSIDERATIONS.—In carrying out the review  
7 pursuant to subsection (a), the Committee shall provide to  
8 the Administrator any consensus recommendations for the  
9 equipage of aircraft described in subsection (a) with a cock-  
10 pit voice recorder and a flight data recorder that—

11 (1) provide a means, in the event of an accident,  
12 to recover mandatory flight data parameters in a  
13 manner that does not require the underwater retrieval  
14 of the cockpit voice recorder or flight data recorder;

15 (2) is equipped with a tamper-resistant method  
16 to broadcast sufficient information to a ground sta-  
17 tion to establish the location where an aircraft termi-  
18 nates flight as the result of an accident within 6 nau-  
19 tical miles of the point of impact of the aircraft; and

20 (3) is equipped with an airframe low-frequency  
21 underwater locating device that functions for at least  
22 90 days and that can be detected by appropriate  
23 equipment.

24 (c) RECOMMENDATIONS.—Not later than 18 months  
25 after tasking the aviation rulemaking advisory committee

1 *under subsection (a), the committee shall submit to the Ad-*  
2 *ministrator any consensus recommendations developed*  
3 *under subsection (b).*

4 *(d) RULEMAKING.—Not later than 1 year after receiv-*  
5 *ing any recommendations pursuant to subsection (c), the*  
6 *Administrator shall initiate a rulemaking activity based on*  
7 *such consensus recommendations, if determined appro-*  
8 *priate.*

9 *(e) BRIEFING.—If the Administrator decides not to*  
10 *issue a final rule with respect to the rulemaking initiated*  
11 *under subsection (d), the Administrator shall brief the Com-*  
12 *mittee on Transportation and Infrastructure of the House*  
13 *of Representatives and the Committee on Commerce,*  
14 *Science, and Transportation of the Senate on the justifica-*  
15 *tion for such decision.*

16 **SEC. 527. EMERGENCY MEDICAL EQUIPMENT ON PAS-**  
17 **SENGER AIRCRAFT.**

18 *(a) IN GENERAL.—Not later than 12 months after date*  
19 *of enactment of this Act, the Administrator of the Federal*  
20 *Aviation Administration shall review and update, as ap-*  
21 *propriate, part 121 of title 14, Code of Federal Regulations,*  
22 *regarding emergency medical equipment, including the con-*  
23 *tents of emergency medical kits, and training required for*  
24 *flight crew.*



1       (b) *CONSIDERATION.*—*In carrying out subsection (a),*  
2 *the Administrator shall consider—*

3           (1) *the benefits and costs (including the costs of*  
4 *flight diversions and emergency landings) of requir-*  
5 *ing any new medications or equipment necessary to*  
6 *be included in approved emergency medical kits*  
7 *under part 121 of title 14, Code of Federal Regula-*  
8 *tions; and*

9           (2) *whether the contents of the emergency med-*  
10 *ical kits include the appropriate medications and*  
11 *equipment that can practicably be administered to*  
12 *address—*

13           (A) *the emergency medical needs of children*  
14 *and pregnant women;*

15           (B) *opioid overdose;*

16           (C) *anaphylaxis; and*

17           (D) *cardiac arrest.*

18       (c) *CONSULTATION.*—*In conducting the review re-*  
19 *quired under subsection (a), the Administrator shall consult*  
20 *with associations representing aerospace medical profes-*  
21 *sionals.*

22 **SEC. 528. NAVIGATION AIDS STUDY.**

23       (a) *IN GENERAL.*—*Not later than 180 days after the*  
24 *date of enactment of this Act, the inspector general of the*  
25 *Department of Transportation shall initiate a study exam-*

1 *ining the effects of reclassifying navigation aids to Design*  
2 *Assurance Level–A from Design Assurance Level–B, includ-*  
3 *ing the following navigation aids:*

4 (1) *Distance measuring equipment.*

5 (2) *Very high frequency omni-directional range.*

6 (3) *Tactical air navigation.*

7 (4) *Wide area augmentation system.*

8 (b) *CONTENTS.—In conducting the study required*  
9 *under subsection (a), the inspector general shall address—*

10 (1) *the cost-benefit analyses associated with the*  
11 *reclassification described in such subsection;*

12 (2) *the findings from the operational safety as-*  
13 *sessments and preliminary hazard analyses of the*  
14 *navigation aids listed in such subsection;*

15 (3) *the risks of such reclassification on naviga-*  
16 *tion aid equipment currently in use;*

17 (4) *the potential impacts on global interoper-*  
18 *ability of navigational aids; and*

19 (5) *what additional actions should be taken*  
20 *based on the findings of this subsection.*

21 (c) *REPORT.—Not later than 24 months after the date*  
22 *of enactment of this Act, the inspector general shall submit*  
23 *to the Committee on Transportation and Infrastructure of*  
24 *the House of Representatives and the Committee on Com-*  
25 *merce, Science, and Transportation of the Senate a report*

1 *describing the results of the study conducted under sub-*  
2 *section (a).*

3 **SEC. 529. REMOTE TOWERS.**

4 *(a) STUDY.—*

5 *(1) IN GENERAL.—Not later than 90 days after*  
6 *the date of enactment of this Act, the Administrator*  
7 *of the Federal Aviation Administration shall seek to*  
8 *enter into an agreement with a qualified organization*  
9 *to conduct a study examining the viability and feasi-*  
10 *bility of remote tower technology available on the date*  
11 *of enactment of this Act to accommodate existing air*  
12 *traffic activity at non-towered, public-use airports*  
13 *and airports with a visual flight rule air traffic con-*  
14 *trol tower.*

15 *(2) CONSIDERATIONS.—In the study conducted*  
16 *under subsection (a), the qualified organization se-*  
17 *lected under such subsection shall consider and in-*  
18 *clude in such study—*

19 *(A) the effectiveness and adequacy of the*  
20 *pilot program established under section 161 of*  
21 *the FAA Reauthorization Act of 2018 (49 U.S.C.*  
22 *47104 note) in—*

23 *(i) assessing the installation, mainte-*  
24 *nance, and operational costs and benefits of*  
25 *remote tower technology; and*

1                   (ii) establishing a clear process for the  
2                   safety and operational certification of such  
3                   technology;

4                   (B) a description of actions that the Admin-  
5                   istration has undertaken to carry out such pilot  
6                   program;

7                   (C) any barriers related to the safety and  
8                   operational certification of such technology;

9                   (D) the number and type of non-towered  
10                  airports in the national airspace system;

11                  (E) the availability and development of re-  
12                  mote tower technology;

13                  (F) the potential to use remote tower sys-  
14                  tems to control air traffic at multiple airports  
15                  and from a single physical location, similar to  
16                  a terminal radar approach control facility;

17                  (G) staffing flexibility to support seasonal  
18                  staffing of remote towers;

19                  (H) safety factors related to the potential  
20                  need for such remote tower technology;

21                  (I) the potential to use remote tower systems  
22                  to surveil for unmanned aircraft, in conjunction  
23                  with unmanned aircraft system traffic manage-  
24                  ment systems, to enhance air traffic management  
25                  of manned air traffic;

1           *(J) factors related to the demand for remote*  
2           *tower technology;*

3           *(K) an examination of remote tower use in*  
4           *other countries;*

5           *(L) projected costs associated with installing*  
6           *and maintain remote tower technology at a sin-*  
7           *gle airport; and*

8           *(M) recommendations regarding the most*  
9           *cost-effective approach to provide air traffic con-*  
10          *trol services at non-towered airports in the na-*  
11          *tional airspace system.*

12          *(3) INPUT.—In carrying out the study under*  
13          *subsection (a), the qualified organization selected*  
14          *under such subsection shall—*

15                 *(A) seek coordination with the Air Traffic*  
16                 *Organization and other offices of the Adminis-*  
17                 *tration; and*

18                 *(B) seek the participation of representatives*  
19                 *of—*

20                         *(i) the exclusive bargaining representa-*  
21                         *tives of air traffic controllers certified under*  
22                         *section 7111 of title 5, United States Code;*

23                         *(ii) manufacturers of remote towers;*

24                         *(iii) airport operators; and*

1                   (iv) other stakeholders that the Admin-  
2                   istrator determines appropriate.

3                   (4) *REPORT.*—Not later than 1 year after the  
4                   date of enactment of this Act, the Administrator shall  
5                   submit to the Committee on Transportation and In-  
6                   frastructure of the House of Representatives and the  
7                   Committee on Commerce, Science, and Transpor-  
8                   tation of the Senate a report detailing the results of  
9                   the study under subsection (a).

10                  (b) *CERTIFICATION PROCESS.*—

11                   (1) *IN GENERAL.*—Not later than 1 year after  
12                   the completion of the study required under subsection  
13                   (a), the Administrator shall establish a process for the  
14                   certification of system design and operational ap-  
15                   proval of remote towers for use at public-use airports.

16                   (2) *CONSULTATION.*—In carrying out subsection  
17                   (b), the Administrator shall consult with the fol-  
18                   lowing:

19                   (A) *The exclusive bargaining representative*  
20                   *of the air traffic controllers certified under sec-*  
21                   *tion 7111 of title 5, United States Code.*

22                   (B) *Manufacturers of remote towers.*

23                   (C) *Non-towered airport operators.*

1           (3) *REQUIREMENTS.*—*In developing the certifi-*  
2           *cation process required under subsection (b), the Ad-*  
3           *ministrator shall—*

4                   (A) *establish requirements for the system de-*  
5                   *sign and operational approval of remote towers,*  
6                   *including—*

7                           (i) *sensor and camera visual require-*  
8                           *ments;*

9                           (ii) *datalink latency requirements; and*

10                           (iii) *visual presentation design re-*  
11                           *quirements for monitors used to display*  
12                           *sensor and camera feeds;*

13                   (B) *establish tower-closure standards for*  
14                   *contingency operations and procedures for re-*  
15                   *mote tower failures and malfunctions; and*

16                   (C) *consider the use of—*

17                           (i) *ground- and space-based tele-*  
18                           *communications infrastructure; and*

19                           (ii) *any other wireless telecommuni-*  
20                           *cations infrastructure that may enable the*  
21                           *operation of a remote tower.*

22           (4) *OPERATIONAL APPROVAL ASSESSMENTS.*—*In*  
23           *developing the operational approval process required*  
24           *under this subsection, the Administrator shall—*

1           (A) determine the appropriate number of  
2           air traffic controllers necessary to staff a remote  
3           tower for safe air traffic control operations at the  
4           respective airport based on the existing or pro-  
5           jected air traffic activity at the airport;

6           (B) use a safety risk management panel  
7           process to address any safety issues with respect  
8           to the remote tower;

9           (C) if the remote tower is intended to be in-  
10          stalled at a non-towered airport, assess the safety  
11          benefits of the remote tower against the lack of  
12          an existing tower; and

13          (D) establish, to the satisfaction of the Ad-  
14          ministrator and using performance-based cri-  
15          teria, to the extent appropriate, published in ad-  
16          vance, the level of safety necessary for the oper-  
17          ation of the remote tower at the airport.

18          (5) AIRPORT OPERATORS.—An airport operator  
19          seeking to install or construct a certified remote tower  
20          shall submit to the Administrator an application in  
21          such form and containing such information as the  
22          Administrator may require.

23          (6) IMPLEMENTATION.—In carrying out this sec-  
24          tion, the Administrator shall—



1           (A) identify air traffic control information  
2           and data that assists the Administrator in cat-  
3           egorically certifying remote towers at different  
4           types of airports;

5           (B) implement processes necessary to collect  
6           the information and data identified in subpara-  
7           graph (A); and

8           (C) develop criteria from the information  
9           and data identified in subparagraph (A) to as-  
10          sess remote towers for widespread use at cat-  
11          egories of public-use airports.

12          (7) *PRIORITIZATION OF REMOTE TOWER CER-*  
13          *TIFICATION APPLICANTS.*—With respect to applica-  
14          tions submitted as required by paragraph (4), the Ad-  
15          ministrators shall prioritize—

16               (A) airports that do not have a permanent  
17               air traffic control tower at the time of applica-  
18               tion;

19               (B) airports that would provide small and  
20               rural community air service; or

21               (C) airports that have been newly accepted  
22               as of the date of enactment of this Act into the  
23               Contract Tower Program.

24          (8) *BRIEFING.*—Not later than 180 days after re-  
25          ceiving the report required under subsection (a), and

1 *annually thereafter through fiscal year 2028, the Ad-*  
2 *ministrator shall brief the Committee on Transpor-*  
3 *tation and Infrastructure of the House of Representa-*  
4 *tives and the Committee on Commerce, Science, and*  
5 *Transportation of the Senate on the status of the ac-*  
6 *tivities required under this section.*

7 *(c) DEFINITIONS.—In this section:*

8 *(1) AIR TRAFFIC ACTIVITY.—The term “air traf-*  
9 *fic activity” means the number of takeoffs, landings,*  
10 *and simulated approaches of an airport and the time*  
11 *of which such takeoffs, landings, and simulated ap-*  
12 *proaches occur.*

13 *(2) CONTRACT TOWER PROGRAM.—The term*  
14 *“Contract Tower Program” has the meaning given*  
15 *such term in section 47124(e) of title 49, United*  
16 *States Code.*

17 *(3) QUALIFIED ORGANIZATION.—The term*  
18 *“qualified organization” means an independent non-*  
19 *profit organization that recommends solutions to pub-*  
20 *lic policy challenges through objective analysis.*

21 *(4) REMOTE TOWER.—The term “remote tower”*  
22 *has the meaning given such term in section 161(a)(9)*  
23 *of the FAA Reauthorization Act of 2018 (49 U.S.C.*  
24 *47104 note).*

1 **SEC. 530. WEATHER REPORTING SYSTEMS STUDY.**

2 (a) *IN GENERAL.*—Not later than 180 days after the  
3 date of enactment of this Act, the Comptroller General of  
4 the United States shall initiate a study to examine how  
5 to improve the procurement, functionality, and sustain-  
6 ability of weather reporting systems, including—

7 (1) *automated weather observing systems;*

8 (2) *automated surface observing systems;*

9 (3) *visual weather observing systems; and*

10 (4) *non-Federal weather reporting systems.*

11 (b) *CONTENTS.*—In conducting the study required  
12 under section (a), the Comptroller General shall address—

13 (1) *the current state of the supply chain related*  
14 *to weather reporting systems and the components of*  
15 *such systems, including—*

16 (A) *the adequacy of suppliers of such sys-*  
17 *tems and components;*

18 (B) *the affordability of such systems and*  
19 *components; and*

20 (C) *the availability and affordability of re-*  
21 *placement parts;*

22 (2) *the average age of weather reporting systems*  
23 *infrastructure installed in the national airspace sys-*  
24 *tem;*

25 (3) *challenges to maintaining and replacing*  
26 *weather reporting systems, including—*

1           (A) *root causes of weather reporting system*  
2           *outages, including failures of such systems, and*  
3           *supporting systems such as telecommunications*  
4           *infrastructure; and*

5           (B) *the degree to which such outages affect*  
6           *weather reporting in the national airspace sys-*  
7           *tem;*

8           (4) *mitigation measures to maintain aviation*  
9           *safety during such an outage; and*

10          (5) *alternative means of obtaining weather ele-*  
11          *ments at airports, including wind direction, wind*  
12          *speed, barometric pressure setting, and cloud coverage,*  
13          *including visibility.*

14          (c) *CONSULTATION.*—*In conducting the study required*  
15          *under subsection (a), the Comptroller General shall consult*  
16          *with the appropriate stakeholders and Federal agencies in-*  
17          *volved in installing, managing, and supporting weather re-*  
18          *porting systems in the national airspace system.*

19          (d) *REPORT.*—

20                 (1) *IN GENERAL.*—*Not later than 2 years after*  
21                 *the date of enactment of this Act, the Comptroller*  
22                 *General shall submit to the Committee on Transpor-*  
23                 *tation and Infrastructure of the House of Representa-*  
24                 *tives and the Committee on Commerce, Science, and*

1       *Transportation of the Senate a report describing the*  
2       *results of the study conducted under subsection (a).*

3               (2) *RECOMMENDATIONS.*—*The Comptroller Gen-*  
4       *eral shall include in the report submitted under para-*  
5       *graph (1) recommendations for—*

6                       (A) *ways to improve the resiliency and re-*  
7                       *dundancy of weather reporting systems;*

8                       (B) *alternative means of compliance for ob-*  
9                       *taining weather elements at airports; and*

10                      (C) *if necessary, changes to Orders of the*  
11                      *Administration, including the following:*

12                               (i) *Surface Weather Observing, Joint*  
13                               *Order 7900.5.*

14                               (ii) *Notices to Air Missions, Joint*  
15                               *Order 7930.2.*

16 **SEC. 531. GAO STUDY ON EXPANSION OF THE FAA WEATHER**  
17 **CAMERA PROGRAM.**

18       (a) *STUDY.*—*The Comptroller General of the United*  
19 *States shall conduct a study on the feasibility and benefits*  
20 *and costs of expanding the Weather Camera Program of the*  
21 *Federal Aviation Administration to locations in the United*  
22 *States that lack weather camera services.*

23       (b) *CONSIDERATIONS.*—*In conducting the study re-*  
24 *quired under subsection (a), the Comptroller General shall*  
25 *review—*

1           (1) *the potential effects of the existing Weather*  
2           *Camera Program on weather-related aviation acci-*  
3           *dents and flight interruptions;*

4           (2) *the potential benefits and costs associated*  
5           *with expanding the Weather Camera Program;*

6           (3) *limitations on the real-time access of weather*  
7           *camera information by pilots and aircraft operators;*

8           (4) *non-safety related regulatory structures or*  
9           *barriers to the allowable use of weather camera infor-*  
10          *mation for the purposes of aircraft operations;*

11          (5) *limitations of existing weather camera sys-*  
12          *tems at the time of the study;*

13          (6) *alternative sources of viable weather data;*

14          (7) *funding mechanisms for weather camera in-*  
15          *stallation and operations; and*

16          (8) *other considerations the Comptroller General*  
17          *determines appropriate.*

18          (c) *REPORT TO CONGRESS.*—*Not later than 28 months*  
19          *after the date of enactment of this Act, the Comptroller Gen-*  
20          *eral shall submit to the Committee on Transportation and*  
21          *Infrastructure of the House of Representatives and the Com-*  
22          *mittee on Commerce, Science, and Transportation of the*  
23          *Senate a report on the results of the study required under*  
24          *subsection (a).*

1 **SEC. 532. STUDY ON AVIATION SAFETY IN ERA OF WIRELESS**  
2 **CONNECTIVITY.**

3 (a) *IN GENERAL.*—Not later than 180 days after the  
4 date of enactment of this Act, the Administrator of the Fed-  
5 eral Aviation Administration shall seek to enter into an  
6 agreement with the National Academies to conduct a study  
7 on matters related to potential conflicts between uses of  
8 radio spectrum by the aviation ecosystem and wireless tele-  
9 communication networks.

10 (b) *CONTENTS.*—The study described in subsection (a)  
11 shall address approaches to mitigating potential safety haz-  
12 ards posed by conflicts between uses of spectrum by the  
13 aviation ecosystem and wireless telecommunications net-  
14 work, including best practices and policy recommendations  
15 for the Federal Aviation Administration to—

16 (1) *improve the process by which proposed spec-*  
17 *trum reallocations or auctions are thoroughly re-*  
18 *viewed in advance to ensure that any comments, ob-*  
19 *jections, or technical concerns from stakeholders or*  
20 *Federal agencies in any Federal Communication*  
21 *Commission proceeding are definitively assessed and,*  
22 *if necessary, addressed;*

23 (2) *assess the effects of proposed spectrum re-*  
24 *allocations or auctions on the aviation ecosystem in*  
25 *a timely manner to better meet the needs of the avia-*  
26 *tion system or to establish realistic timeframes relat-*

1 *ing to potential aviation equipment modifications or*  
2 *replacements; and*

3 *(3) better communicate to relevant Federal part-*  
4 *ners and agencies when a proposed spectrum realloca-*  
5 *tion or auctions may pose a potential risk to aviation*  
6 *safety.*

7 *(c) STAKEHOLDER VIEWS.—In conducting the study*  
8 *under subsection (a), the National Academy shall consult*  
9 *with relevant stakeholders, including—*

10 *(1) air carriers operating under part 121 of title*  
11 *14, Code of Federal Regulations;*

12 *(2) operators holding a certificate under part*  
13 *135, of title 14, Code of Federal Regulations;*

14 *(3) general aviation operators;*

15 *(4) manufacturers of aircraft and aircraft com-*  
16 *ponents;*

17 *(5) wireless telecommunication carriers;*

18 *(6) labor unions representing pilots;*

19 *(7) air traffic system safety specialists;*

20 *(8) other representatives of the telecommuni-*  
21 *cations industry;*

22 *(9) aviation safety experts;*

23 *(10) radio spectrum experts; and*

24 *(11) such other stakeholders as the Administrator*  
25 *determines appropriate.*



1       (d) *REPORT TO CONGRESS.*—Not later than 2 years  
2 after the date of enactment of this Act, the National Acad-  
3 emies shall complete and submit a report on the study de-  
4 scribed in subsection (a) to—

5           (1) *the Administrator;*

6           (2) *the Committee on Transportation and Infra-*  
7 *structure of the House of Representatives; and*

8           (3) *the Committee on Commerce, Science, and*  
9 *Technology of the Senate.*

10 **SEC. 533. RAMP WORKER SAFETY CALL TO ACTION.**

11       (a) *CALL TO ACTION RAMP WORKER SAFETY RE-*  
12 *VIEW.*—Not later than 180 days after the date of enactment  
13 of this Act, the Administrator of the Federal Aviation Ad-  
14 ministration shall initiate a Call to Action safety review  
15 of airport ramp worker safety in order to bring stakeholders  
16 together to share best practices and implement actions to  
17 address airport ramp worker safety.

18       (b) *CONTENTS.*—The Call to Action safety review re-  
19 quired pursuant to subsection (a) shall include—

20           (1) *a review of Administration regulations, guid-*  
21 *ance, and directives related to airport ramp worker*  
22 *procedures and oversight of such processes;*

23           (2) *a review of reportable accidents and inci-*  
24 *idents involving airport ramp workers, including any*

1 *identified contributing factors to the reportable acci-*  
2 *dent or incident;*

3 *(3) a review of training and related educational*  
4 *materials for airport ramp workers, including super-*  
5 *visory employees;*

6 *(4) a review of devices and methods for commu-*  
7 *nication on the ramp;*

8 *(5) a review of markings on the ramp that define*  
9 *restriction, staging, safety, or hazard zones;*

10 *(6) a review of aircraft jet blast and engine in-*  
11 *take safety markings; and*

12 *(7) a process for stakeholders, including airlines,*  
13 *aircraft manufacturers, airports, labor, and aviation*  
14 *safety experts, to provide feedback and share best*  
15 *practices.*

16 *(c) REPORT AND ACTIONS.—Not later than 180 days*  
17 *after the conclusion of the Call to Action safety review pur-*  
18 *suant to subsection (a), the Administrator shall—*

19 *(1) submit to the Committee on Transportation*  
20 *and Infrastructure of the House of Representatives*  
21 *and the Committee on Commerce, Science, and Trans-*  
22 *portation of the Senate a report on the results of the*  
23 *review and any recommendations for actions or best*  
24 *practices to improve airport ramp worker safety, in-*  
25 *cluding the identification of risks and possible miti-*

1       gations to be considered in any applicable safety  
2       management system of air carriers and airports; and  
3               (2) initiate such actions as are necessary to act  
4       upon the findings of the review under subsection (b).

5       **SEC. 534. SAFETY DATA ANALYSIS FOR AIRCRAFT WITHOUT**  
6                       **TRANSPONDERS.**

7       (a) *IN GENERAL.*—Not later than 90 days after the  
8       date of enactment of this Act, the Administrator of the Fed-  
9       eral Aviation Administration, in coordination with the  
10      Chairman of the National Transportation Safety Board,  
11      shall collect and analyze data relating to accidents and in-  
12      cidents involving covered exempt aircraft that occurred  
13      within 30 nautical miles of an airport.

14      (b) *REQUIREMENTS.*—The analysis required under  
15      subsection (a) shall include with respect to covered exempt  
16      aircraft a review of—

17               (1) incident and accident data since 2006;

18               (2) incidents and accidents involving midair  
19      events, including collisions;

20               (3) incidents and accidents involving ground  
21      proximity warning system alerts;

22               (4) incidents and accidents involving traffic col-  
23      lision avoidance system alerts;

24               (5) incidents and accidents involving a loss of  
25      separation or near miss; and

1           (6) *the causes of the accidents and incidents de-*  
2           *scribed in paragraphs (1) through (5).*

3           (c) *REPORT TO CONGRESS.*—*Not later than 1 year*  
4 *after the date of enactment of this Act, the Administrator*  
5 *shall submit to the Committee on Transportation and In-*  
6 *frastructure of the House of Representatives and the Com-*  
7 *mittee on Commerce, Science, and Transportation of the*  
8 *Senate a report containing the results of the analysis re-*  
9 *quired under subsection (a) and, if appropriate, rec-*  
10 *ommendations on how to reduce the number of incidents*  
11 *and accidents associated with such covered exempt aircraft.*

12           (d) *COVERED EXEMPT AIRCRAFT DEFINED.*—*In this*  
13 *section, the term “covered exempt aircraft” means aircraft,*  
14 *balloons, and gliders exempt from air traffic control trans-*  
15 *ponder and altitude reporting equipment and use require-*  
16 *ments under part 91.215(b)(3) of title 14, Code of Federal*  
17 *Regulations.*

18 **SEC. 535. CRASH-RESISTANT FUEL SYSTEMS IN ROTOR-**  
19 **CRAFT.**

20           (a) *IN GENERAL.*—*The Administrator of the Federal*  
21 *Aviation Administration shall task the Aviation Rule-*  
22 *making Advisory Committee to—*

23           (1) *review the data analysis conducted and the*  
24           *recommendations developed by the Aviation Rule-*

1 *making Advisory Committee Rotorcraft Occupant*  
2 *Protection Working Group of the Administration;*

3 (2) *update the 2018 report of such working*  
4 *group on rotorcraft occupant protection by—*

5 (A) *reviewing National Transportation*  
6 *Safety Board data from 2016 through 2023 on*  
7 *post-crash fires in helicopter accidents; and*

8 (B) *determining whether and to what extent*  
9 *crash-resistant fuel systems could have prevented*  
10 *fatalities; and*

11 (3) *develop recommendations for either the Ad-*  
12 *ministrator or the helicopter industry to encourage*  
13 *helicopter owners and operators to expedite the instal-*  
14 *lation of crash-resistant fuel systems in the aircraft of*  
15 *such owners and operators regardless of original cer-*  
16 *tification and manufacture date.*

17 (b) *SCHEDULE.—*

18 (1) *DEADLINE.—Not later than 18 months after*  
19 *the Administrator tasks the Aviation Rulemaking Ad-*  
20 *visory Committee under subsection (a), the Committee*  
21 *shall submit the recommendations developed under*  
22 *subsection (a)(2) to the Administrator.*

23 (2) *IMPLEMENTATION.—If applicable, and not*  
24 *later than 180 days after receiving the recommenda-*  
25 *tions under paragraph (1), the Administrator shall—*

1           (A) begin implementing, as appropriate,  
2           any consensus safety recommendations the Ad-  
3           ministrators receives from the Aviation Rule-  
4           making Advisory Committee, and brief the Com-  
5           mittee on Transportation and Infrastructure of  
6           the House of Representatives and the Committee  
7           on Commerce, Science, and Transportation of  
8           the Senate on any recommendations the Admin-  
9           istrator does not implement; and

10           (B) partner with the United States Heli-  
11           copter Safety Team, as appropriate, to facilitate  
12           implementation of any recommendations for the  
13           helicopter industry pursuant to subsection (a)(2)

14 **SEC. 536. REDUCING TURBULENCE ON PART 121 AIRCRAFT**  
15 **OPERATIONS.**

16           (a) *IN GENERAL.*—Not later than 3 years after the  
17           date of enactment of this Act, the Administrator of the Fed-  
18           eral Aviation Administration shall review and implement,  
19           as appropriate, the recommendations made by the Chair  
20           of the National Transportation Safety Board to the Admin-  
21           istrator contained in the safety research report titled “Pre-  
22           venting Turbulence-Related Injuries in Air Carrier Oper-  
23           ations Conducted Under Title 14 Code of Federal Regula-  
24           tions Part 121”, issued on August 10, 2021 (NTSB/SS-  
25           21/01).

1       **(b) REPORT.**—

2           **(1) IN GENERAL.**—*Not later than 1 year after*  
3 *completing the review under subsection (a), and every*  
4 *2 years thereafter, the Administrator shall submit to*  
5 *the Committee on Transportation and Infrastructure*  
6 *of the House of Representatives and the Committee on*  
7 *Commerce, Science, and Transportation of the Senate*  
8 *a report on the status of the recommendations in the*  
9 *safety research report described in subsection (a) until*  
10 *the earlier of—*

11                   **(A)** *the date on which such recommenda-*  
12 *tions have been adopted; or*

13                   **(B)** *the date that is 10 years after the date*  
14 *of enactment of this Act.*

15           **(2) CONTENTS.**—*If the Administrator decides not*  
16 *to implement a recommendation in the safety research*  
17 *report described in subsection (a), the Administrator*  
18 *shall provide, as a part of the report required under*  
19 *paragraph (1), a description of why the Adminis-*  
20 *trator did not implement such recommendation.*

21 **SEC. 537. STUDY ON RADIATION EXPOSURE.**

22           **(a) STUDY.**—*Not later than 120 days after the date*  
23 *of enactment of this Act, the Administrator of the Federal*  
24 *Aviation Administration shall seek to enter into an agree-*  
25 *ment with the National Academies of Sciences, Engineer-*

1 *ing, and Medicine under which the National Research*  
2 *Council of the National Academies shall conduct a study*  
3 *on radiation exposure onboard various aircraft types oper-*  
4 *ated under part 121 of title 14, Code of Federal Regula-*  
5 *tions.*

6 (b) *SCOPE OF STUDY.*—*In conducting the study under*  
7 *subsection (a), the National Research Council shall assess—*

8 (1) *radiation concentrations in such aircraft at*  
9 *takeoff, in-flight at high altitudes, and upon landing;*

10 (2) *the health risks and impact of radiation ex-*  
11 *posure to flight attendants and passengers onboard*  
12 *aircraft operating at high altitudes; and*

13 (3) *mitigation measures to prevent and reduce*  
14 *the health and safety impacts of radiation exposure to*  
15 *flight attendants and passengers.*

16 (c) *REPORT TO CONGRESS.*—*Not later than 16 months*  
17 *after the initiation of the study required under subsection*  
18 *(a), the Secretary shall submit to the appropriate commit-*  
19 *tees of Congress the study conducted by the National Re-*  
20 *search Council pursuant to this section.*

21 (d) *APPROPRIATE COMMITTEES OF CONGRESS DE-*  
22 *FINED.*—*In this section, the term “appropriate committees*  
23 *of Congress” means the Committee on Transportation and*  
24 *Infrastructure and the Committee on Energy and Com-*



1 *merce of the House of Representatives and the Committee*  
2 *on Commerce, Science, and Transportation of the Senate.*

3 **SEC. 538. DETERRING CREWMEMBER INTERFERENCE.**

4 *(a) TASK FORCE.—*

5 *(1) IN GENERAL.—Not later than 120 days after*  
6 *the date of enactment of this Act, the Administrator*  
7 *of the Federal Aviation Administration shall convene*  
8 *a task force to develop voluntary standards and best*  
9 *practices relating to suspected violations of sections*  
10 *46318, 46503, and 46504 of title 49, United States*  
11 *Code, including—*

12 *(A) proper and consistent incident docu-*  
13 *mentation and reporting techniques;*

14 *(B) best practices for flight crew and cabin*  
15 *crew response, including de-escalation;*

16 *(C) improved coordination between stake-*  
17 *holders, including flight crew and cabin crew,*  
18 *airport staff, other Federal agencies as appro-*  
19 *priate, and law enforcement; and*

20 *(D) appropriate enforcement actions.*

21 *(2) MEMBERSHIP.—The task force convened*  
22 *under paragraph (1) shall be comprised representa-*  
23 *tives of—*

24 *(A) air carriers;*

1           (B) airport sponsors and airport law en-  
2           forcement agencies;

3           (C) other Federal agencies determined nec-  
4           essary by the Administrator; and

5           (D) labor organizations representing air  
6           carrier pilots;

7           (E) labor organizations representing flight  
8           attendants; and

9           (F) labor organizations representing  
10          ticketing, check-in, or other customer service rep-  
11          resentatives employed by air carriers.

12          (b) *ANNOUNCEMENTS.*—Not later than 90 days after  
13          the date of enactment of this Act, the Administrator shall  
14          initiate such actions as may be necessary to include in the  
15          briefing of passengers before takeoff required under section  
16          121.571 of title 14, Code of Federal Regulations, a state-  
17          ment informing passengers that it is against Federal law  
18          to assault or threaten to assault any individual on an air-  
19          craft or interfere with the duties of a crewmember.

20          (c) *DEFINITIONS.*—For purposes of this section, the  
21          definitions in section 40102(a) of title 49, United States  
22          Code, shall apply to terms in this section.

23          **SEC. 539. CABIN TEMPERATURE STANDARDS.**

24          (a) *IN GENERAL.*—Not later than 24 months after the  
25          date of enactment of this Act, the Administrator of the Fed-

1 *eral Aviation Administration shall review existing stand-*  
2 *ards produced by recognized industry standards organiza-*  
3 *tions on safe air temperatures and humidity levels in en-*  
4 *closed environments, including onboard aircraft, and deter-*  
5 *mine the validity of such standards, including the Amer-*  
6 *ican Society of Heating, Refrigerating and Air-Cond-*  
7 *itioning Engineers (in this section referred to as*  
8 *“ASHRAE”) standards titled “Air Quality within Com-*  
9 *mercial Aircraft” (ASHRAE Guideline 28–2021) and*  
10 *“Thermal Environmental Conditions for Human Occu-*  
11 *pancy” (ASHRAE Standard 55–2020).*

12 (b) *CONSULTATION.—In conducting the review under*  
13 *subsection (a), the Administrator shall consult with—*

14 (1) *certificate holders under part 121 of title 14,*  
15 *Code of Federal Regulations;*

16 (2) *certified labor representatives of flight at-*  
17 *tendants, pilots, and other crewmembers;*

18 (3) *relevant Federal agencies; and*

19 (4) *other relevant stakeholders, as appropriate.*

20 (c) *ACADEMIC STUDY.—In the event that the Adminis-*  
21 *trator determines, through the review carried out under sub-*  
22 *section (a), that there is not an appropriate standard to*  
23 *determine unsafe temperatures onboard aircraft operated*  
24 *under part 121 of title 14, Code of Federal Regulations,*

1 *the Administrator shall enter into an appropriate agree-*  
2 *ment with the National Academies to—*

3           (1) *conduct a study of unsafe aircraft cabin tem-*  
4 *peratures and aircraft conditions that contribute to*  
5 *such temperatures; and*

6           (2) *provide recommendations for air carriers*  
7 *and aircraft manufacturers to improve the manage-*  
8 *ment of temperature and related factors onboard air-*  
9 *craft.*

10 *(d) REPORTS.—*

11           (1) *FAA.—Not later than 3 months after com-*  
12 *pleting the review required under subsection (a), the*  
13 *Administrator shall submit to the Committee on*  
14 *Transportation and Infrastructure of the House of*  
15 *Representatives and the Committee on Commerce,*  
16 *Science, and Transportation of the Senate a report on*  
17 *the findings and determination of the review.*

18           (2) *NATIONAL ACADEMIES.—If a report is pro-*  
19 *duced under subsection (c), not later than 1 month*  
20 *after receiving such report the Administrator shall*  
21 *submit to the Committee on Transportation and In-*  
22 *frastructure of the House of Representatives and the*  
23 *Committee on Commerce, Science, and Transpor-*  
24 *tation of the Senate such report.*

1 **SEC. 540. CABIN AIR QUALITY.**

2 (a) *REPORTING OF SMOKE OR FUME EVENTS ON-*  
3 *BOARD COMMERCIAL AIRCRAFT.—*

4 (1) *IN GENERAL.—Not later than 180 days after*  
5 *the date of the enactment of this Act, the Adminis-*  
6 *trator of the Federal Aviation Administration shall*  
7 *develop a standardized system for a flight attendants,*  
8 *pilots, and aircraft maintenance technicians of air*  
9 *carriers to voluntarily report fume events onboard*  
10 *passenger-carrying aircraft operating under part 121*  
11 *of title 14, Code of Federal Regulations.*

12 (2) *INFORMATION SUBMISSION.—The system de-*  
13 *veloped under paragraph (1) shall include a method*  
14 *of submission, which shall request at least the fol-*  
15 *lowing information:*

16 (A) *Identification of the flight number,*  
17 *type, and registration of the aircraft.*

18 (B) *The date of the reported fume event on-*  
19 *board the aircraft.*

20 (C) *Description of smoke or fume in the air-*  
21 *craft, including the nature, intensity, and visual*  
22 *consistency or smell (if any).*

23 (D) *The location of the smoke or fumes in*  
24 *the aircraft.*

25 (E) *The source (if discernible) of the smoke*  
26 *or fumes in the aircraft.*

1           (F) *The phase of flight during which smoke*  
2           *or fumes first became present.*

3           (G) *The duration of the fume event.*

4           (H) *Any required onboard medical atten-*  
5           *tion for passengers or crew members.*

6           (I) *Any additional factors as determined*  
7           *appropriate by the Administrator or crew mem-*  
8           *ber submitting a report.*

9           (3) *GUIDELINES FOR SUBMISSION.—The Admin-*  
10          *istrator shall issue guidelines on how to submit the*  
11          *information described in paragraph (2).*

12          (4) *CONFIRMATION OF SUBMISSION.—Upon sub-*  
13          *mitting the information described in paragraph (2),*  
14          *the submitting party shall receive a duplicate record*  
15          *of the submission and confirmation of receipt.*

16          (5) *USE OF INFORMATION.—The Adminis-*  
17          *trator—*

18                 (A) *may not publish any information sub-*  
19                 *mitted under this section;*

20                 (B) *shall maintain a database of such infor-*  
21                 *mation;*

22                 (C) *at the request of an air carrier, shall*  
23                 *provide to such air carrier any information sub-*  
24                 *mitted under this section that is relevant to such*  
25                 *air carrier, except any information that may be*

1           used to identify the party submitting such infor-  
2           mation;

3           (D) may not, without validation, assume  
4           that information submitted under this section is  
5           accurate for the purposes of initiating rule-  
6           making or taking an enforcement action;

7           (E) may use information submitted under  
8           this section to inform the oversight of the safety  
9           management system of an air carrier; and

10          (F) may use information submitted under  
11          this section for the purpose of performing a  
12          study or supporting a study sponsored by the  
13          Administrator.

14          (b) *STUDY.*—

15           (1) *IN GENERAL.*—Not later than 3 years after  
16           the date of enactment of this Act, the Administrator  
17           of the Federal Aviation Administration shall seek to  
18           enter into the appropriate arrangements with the Na-  
19           tional Academies to conduct a study and issue rec-  
20           ommendations to be made publicly available per-  
21           taining to cabin air quality and any risk of, and po-  
22           tential for, persistent and accidental fume events on-  
23           board a passenger-carrying aircraft operating under  
24           part 121 of title 14, Code of Federal Regulations.

1           (2) *SCOPE.*—*In carrying out a study pursuant*  
2 *to paragraph (1), the National Academies shall exam-*  
3 *ine—*

4                   (A) *the information collected pursuant to*  
5 *subsection (a);*

6                   (B) *the report issued pursuant to section*  
7 *326 of the FAA Reauthorization Act of 2018 (49*  
8 *U.S.C. 40101 note) and any identified assump-*  
9 *tions or gaps described in such report;*

10                  (C) *any health risks or impacts of fume*  
11 *events on flight crews, including flight attend-*  
12 *ants and pilots, and passengers onboard aircraft*  
13 *operating under part 121 of title 14, Code of*  
14 *Federal Regulations;*

15                  (D) *instances of persistent or regularly oc-*  
16 *curring (as determined by the National Acad-*  
17 *emies) fume events in such aircraft;*

18                  (E) *instances of accidental, unexpected, or*  
19 *irregularly occurring (as determined by the Na-*  
20 *tional Academies) fume events on such aircraft,*  
21 *including whether such accidental events are*  
22 *more frequent during various phases of oper-*  
23 *ations, including ground operations, taxiing,*  
24 *take off, cruise, and landing;*



1           (F) the likely originating material of, and  
2           the air contaminants present during, the situa-  
3           tions described in subparagraphs (D) and (E);

4           (G) the frequencies, durations, and likely  
5           causes of the situations described in subpara-  
6           graphs (D) and (E); and

7           (H) any additional data on fume events as  
8           determined appropriate by the National Acad-  
9           emies.

10          (3) *RECOMMENDATIONS.*—*The National Acad-*  
11          *emies shall provide recommendations based on the*  
12          *study conducted under paragraph (1)—*

13                 (A) that shall, at minimum, address how  
14                 to—

15                         (i) improve overall cabin air quality of  
16                         passenger-carrying aircraft;

17                         (ii) improve the detection, accuracy,  
18                         and reporting of fume events; and

19                         (iii) reduce the frequency and impact  
20                         of fume events; and

21                 (B) for any updates to standards, guide-  
22                 lines, or regulations that could help achieve the  
23                 recommendations described in subparagraph (A).

24          (4) *REPORT TO CONGRESS.*—*Not later than 1*  
25          *month after the completion of the study conducted*

1        *under paragraph (1), the Administrator shall submit*  
2        *to the Committee on Transportation and Infrastruc-*  
3        *ture of the House of Representatives and the Com-*  
4        *mittee on Commerce, Science, and Transportation of*  
5        *the Senate a copy of such study.*

6        *(c) FUME EVENT DEFINED.—In this section, the term*  
7        *“fume event” means the presence of fumes in the cabin, in-*  
8        *cluding smoke.*

9        **SEC. 541. EVACUATION STANDARDS FOR TRANSPORT CAT-**  
10        **EGORY AIRPLANES.**

11        *(a) IN GENERAL.—Not later than 6 months after the*  
12        *date of enactment of this Act, the Administrator of the Fed-*  
13        *eral Aviation Administration shall task the Aviation Rule-*  
14        *making Advisory Committee with reviewing and proposing*  
15        *updates to the evacuation requirements under section*  
16        *25.803 of title 14, Code of Federal Regulations, and appen-*  
17        *dix J to part 25 of such title.*

18        *(b) CONSIDERATIONS.—In tasking the Aviation Rule-*  
19        *making Advisory Committee under subsection (a), the Ad-*  
20        *ministrator shall, at a minimum, task the Committee to—*

21                *(1) evaluate whether the representative passenger*  
22        *loads, prescribed in regulation on the date of enact-*  
23        *ment of this Act, represent a realistic composition of*  
24        *passengers on an aircraft operated under part 121 of*

1 *title 14, Code of Federal Regulations, including ac-*  
2 *counting for—*

3 *(A) children, including infants;*

4 *(B) passengers who do not speak English;*

5 *(C) passengers with disabilities; and*

6 *(D) service animals (as such term is defined*  
7 *in section 35.104 and 36.104 of title 28, Code of*  
8 *Federal Regulations, or successor regulations);*  
9 *and*

10 *(2) determine if there are technologies or tech-*  
11 *niques that can be used to more accurately represent*  
12 *categories of passengers who are unable to provide*  
13 *consent during evacuation testing, but should be sim-*  
14 *ulated in such testing;*

15 *(3) evaluate whether the requirements prescribed*  
16 *in regulation on the date of enactment of this Act*  
17 *adequately consider the varying sizes, weight, and*  
18 *matter or baggage present in an aircraft cabin; and*

19 *(4) determine whether the evacuation testing per-*  
20 *formed, associated with section 25.803 of title 14,*  
21 *Code of Federal Regulations, considers the seat size,*  
22 *seat pitch, seating layout, aisle width, and aisle lay-*  
23 *out of the aircraft type being tested.*

24 *(c) CONSULTATION.—In tasking the Aviation Rule-*  
25 *making Advisory Committee under subsection (a), the Ad-*

1 *administrator shall allow such Committee to consult with the*  
2 *National Transportation Safety Board, transport category*  
3 *aircraft manufacturers, air carriers certificated under part*  
4 *121 of title 14, Code of Federal Regulations, crew members*  
5 *of such air carriers, emergency responders, groups rep-*  
6 *resenting passengers and passengers with disabilities, and*  
7 *other relevant experts.*

8       *(d) RULEMAKING.—Not later than 18 months after re-*  
9 *ceiving such recommendations to update section 25.803 of*  
10 *title 14, Code of Federal Regulations, and appendix J to*  
11 *part 25 of such title, the Administrator shall issue a final*  
12 *rulemaking based on the recommendations provided by the*  
13 *aviation rulemaking advisory committee tasked under this*  
14 *section, as necessary.*

15       *(e) PASSENGER WITH DISABILITIES.—In this section,*  
16 *the term “passenger with disabilities” means any qualified*  
17 *individual with a disability, as such term is defined in sec-*  
18 *tion 382.3 of title 14, Code of Federal Regulations, or suc-*  
19 *cessor regulations.*

20 **SEC. 542. LITHIUM-ION POWERED WHEELCHAIRS.**

21       *(a) IN GENERAL.—Not later than 1 year after the date*  
22 *of enactment of this Act, the Secretary of Transportation*  
23 *shall task the Air Carrier Access Act Advisory Committee*  
24 *(in this section referred to as the “Committee”) to conduct*  
25 *a review of regulations regarding lithium-ion battery pow-*

1 *ered wheelchairs and mobility aids and provide rec-*  
2 *ommendations to the Secretary to ensure safe transport of*  
3 *such wheelchairs and mobility aids in air transportation.*

4 *(b) CONSIDERATIONS.—In conducting the review re-*  
5 *quired under subsection (a), the Committee shall consider*  
6 *the following:*

7 *(1) Any existing or necessary standards for lith-*  
8 *ium–ion batteries, including casings or other similar*  
9 *components, in such wheelchairs and mobility aids.*

10 *(2) The availability of necessary containment or*  
11 *storage devices, including fire containment covers or*  
12 *fire-resistant storage containers, for such wheelchairs*  
13 *and mobility aids.*

14 *(3) The policies of each air carrier (as such term*  
15 *is defined in part 121 of title 14, Code of Federal*  
16 *Regulations) pertaining to lithium–ion battery pow-*  
17 *ered wheelchairs and mobility aids (as in effect on the*  
18 *date of enactment of this Act).*

19 *(4) Any other considerations the Secretary deter-*  
20 *mines appropriate.*

21 *(c) CONSULTATION REQUIREMENT.—In conducting the*  
22 *review required under subsection (a), the Committee shall*  
23 *consult with the Administrator of the Pipeline and Haz-*  
24 *ardous Materials Safety Administration.*

25 *(d) NOTIFICATION.—*

1           (1) *IN GENERAL.*—Upon completion of the re-  
2           view conducted under subsection (a), the Committee  
3           shall notify the Secretary if an air carrier does not  
4           have a policy pertaining to lithium-ion battery pow-  
5           ered wheelchairs and mobility aids in effect.

6           (2) *NOTIFICATION.*—The Secretary shall notify  
7           an air carrier described in paragraph (1) of the sta-  
8           tus of such air carrier.

9           (e) *REPORT TO CONGRESS.*—Not later than 90 days  
10          after submission of the recommendations to the Secretary,  
11          the Secretary shall submit to the Committee on Transpor-  
12          tation and Infrastructure of the House of Representatives  
13          and the Committee on Commerce, Science, and Transpor-  
14          tation of the Senate any recommendations under subsection  
15          (a), in the form of a report.

16          (f) *PUBLICATION.*—The Secretary shall publish the re-  
17          port required under subsection (e) on the public website of  
18          the Department of Transportation.

19       **SEC. 543. NATIONAL SIMULATOR PROGRAM POLICIES AND**  
20   **GUIDANCE.**

21          (a) *REVIEW.*—Not later than 2 years after the date of  
22          enactment of this Act, the Administrator of the Federal  
23          Aviation Administration shall review relevant policies and  
24          guidance, including all advisory circulars, information bul-

1 *letins, and directives, pertaining to part 60 of title 14, Code*  
2 *of Federal Regulations.*

3 (b) *UPDATES.*—*Upon completion of the review re-*  
4 *quired under subsection (a), the Administrator shall, at a*  
5 *minimum, update the following:*

6 (1) *Advisory Circular 120–40B, issued July 29,*  
7 *1991.*

8 (2) *Advisory Circular 120–45A, issued February*  
9 *5, 1992.*

10 (3) *Advisory Circular 120–50A, issued February*  
11 *9, 1996.*

12 (4) *Advisory Circular 120–63, issued October 11,*  
13 *1994.*

14 (c) *CONSULTATION.*—*In carrying out the review re-*  
15 *quired under subsection (a), the Administrator shall con-*  
16 *vene and consult with entities required to comply with part*  
17 *60 of title 14, Code of Federal Regulations, including rep-*  
18 *resentatives of—*

19 (1) *air carriers;*

20 (2) *flight schools certificated under part 141 of*  
21 *title 14, Code of Federal Regulations;*

22 (3) *training centers certificated under part 142*  
23 *of title 14, Code of Federal Regulations; and*

24 (4) *manufacturers and suppliers of flight sim-*  
25 *ulation training devices (as defined in part 1 of title*

1       14, Code of Federal Regulations, and Appendix F to  
2       part 60 of such title).

3       **SEC. 544. GAO STUDY ON FAA NATIONAL SIMULATOR PRO-**  
4       **GRAM.**

5       (a) *IN GENERAL.*—Not later than 18 months after the  
6       date of enactment of this Act, the Comptroller General of  
7       the United States shall conduct a study into the National  
8       Simulator Program of the Federal Aviation Administration  
9       that is part of the Air Transportation Division’s Training  
10      and Simulation Group.

11      (b) *CONSIDERATIONS.*—In conducting the study re-  
12      quired under subsection (a), the Comptroller General shall,  
13      at a minimum, assesses—

14              (1) *how the program described under subsection*  
15              *(a), is maintained to reflect and account for advance-*  
16              *ment in technologies pertaining to flight simulation*  
17              *training devices (as defined in part 1 of title 14, Code*  
18              *of Federal Regulations, and appendix F to part 60 of*  
19              *such title);*

20              (2) *the staffing levels, critical competencies, and*  
21              *skills gaps of Administration personnel responsible for*  
22              *carrying out and supporting the program described*  
23              *in subsection (a); and*

24              (3) *how the program described in subsection (a)*  
25              *engages air carriers and relevant industry stake-*



1       *holders, including flight schools, to ensure efficient*  
2       *compliance with part 60 of such title.*

3       (c) *REPORT.*—*Not later than 18 months after the date*  
4       *of enactment of this Act, the Comptroller General shall sub-*  
5       *mit to the Committee on Transportation and Infrastructure*  
6       *of the House of Representatives and the Committee on Com-*  
7       *merce, Science, and Transportation of the Senate a report*  
8       *on the findings of the study conducted under subsection (a).*

9       **SEC. 545. GAO STUDY ON FAA ALIGNMENT WITH BEST**  
10                                   **AVAILABLE TECHNOLOGIES AND STANDARDS.**

11       (a) *IN GENERAL.*—*The Comptroller General of the*  
12       *United States shall conduct a study on the incorporation*  
13       *of best available technologies by the Federal Aviation Ad-*  
14       *ministration to increase aviation safety and improve the*  
15       *health and safety of aviation workers.*

16       (b) *SCOPE.*—*In conducting the study under subsection*  
17       *(a), the Comptroller General shall—*

18                   (1) *analyze the degree to which the Adminis-*  
19                   *trator of the Federal Aviation Administration is ena-*  
20                   *bling the use or adoption of technologies used by other*  
21                   *air navigation service providers to meet ICAO stand-*  
22                   *ards; and*

23                   (2) *identify any barriers to adoption of such*  
24                   *technologies.*

1           (c) *REPORT.*—Not later than 4 years after the date of  
2 enactment of this Act, the Comptroller General shall report  
3 to the Committee on Transportation and Infrastructure of  
4 the House of Representatives and the Committee on Com-  
5 merce, Science, and Transportation of the Senate on the  
6 findings of the study.

7           (d) *ICAO DEFINED.*—In this section, the term  
8 “ICAO” means the International Civil Aviation Organiza-  
9 tion.

10 **SEC. 546. ADVANCED SIMULATION TRAINING.**

11           (a) *IN GENERAL.*—Notwithstanding section  
12 61.159(a)(6) of title 14, Code of Federal Regulations (or  
13 any successor regulations), a person who is applying for  
14 an airline transport certificate with an airplane category  
15 and class rating may obtain up to 150 additional hours  
16 of the total aeronautical experience requirement in a full  
17 flight simulator representing an airplane that provides six-  
18 degrees of freedom motion, provided the aeronautical experi-  
19 ence—

20                   (1) was accomplished as part of a Federal Avia-  
21 tion Administration approved training course in  
22 parts 121, 135, 141, or 142 of such title; and

23                   (2) does not qualify for flight credit hours for an  
24 individual applying for an airline transport pilot  
25 certificate with restricted privileges under paragraphs

1       (a), (b), (c), and (d) of section 61.160 of such title (or  
2       any successor regulation).

3       (b) *RULE OF CONSTRUCTION.*—Nothing in this section  
4 shall be construed to affect the ability of a person to also  
5 obtain 100 hours of aeronautical experience in a flight  
6 training device or full flight simulator under section  
7 61.159(a)(6) of title 14, Code of Federal Regulations (or  
8 any successor regulations).

9       (c) *RULEMAKING.*—

10           (1) *IN GENERAL.*—Not later than 2 years after  
11 the date of enactment of this Act, the Administrator  
12 of the Federal Aviation Administration shall issue a  
13 final rule to update part 61 of title 14, Code of Fed-  
14 eral Regulations, to reflect changes made by this sec-  
15 tion.

16           (2) *CONSULTATION.*—The Administrator shall  
17 consult with the Air Carrier Training Aviation Rule-  
18 making Committee—

19                   (A) in developing the rule under paragraph  
20                   (1), and

21                   (B) in evaluating, notwithstanding sub-  
22                   section (a), whether the additional 150 hours al-  
23                   lowed under subsection (a) may be accrued in a  
24                   full flight simulator representing an airplane  
25                   that provides three-degrees of freedom motion.

1           (3) *APPLICABILITY.*—*Nothing in this subsection,*  
2           *nor any potential failure of the Administrator to*  
3           *issue a final rule under paragraph (1), shall be con-*  
4           *strued to prohibit the immediate applicability of sub-*  
5           *section (a).*

6           (d) *DEFINITIONS.*—*In this section, the terms “flight*  
7           *training device” and “full flight simulator” have the mean-*  
8           *ings given such terms in section 1.1 of title 14, Code of*  
9           *Federal Regulations.*

10 **SEC. 547. INCREMENTAL SAFETY IMPROVEMENT.**

11           *Section 44704 of title 49, United States Code, is*  
12           *amended by adding at the end the following:*

13           “(h) *INCREMENTAL SAFETY IMPROVEMENT.*—

14                   “(1) *IN GENERAL.*—*The Administrator may con-*  
15                   *sider and approve a proposed incremental design*  
16                   *change request from a type certificate holder, if such*  
17                   *holder is required by the Administrator to make a*  
18                   *safety-related design change to bring a product into*  
19                   *compliance, even if the proposed incremental design*  
20                   *change does not eliminate all noncompliant condi-*  
21                   *tions.*

22                   “(2)    *PROPOSED    INCREMENTAL    DESIGN*  
23                   *CHANGE.*—*A proposed incremental design change*  
24                   *under paragraph (1) shall—*

1           “(A) be related to the required safety-related  
2           change described in this subsection; and

3           “(B) improve safety.

4           “(3) *FULL COMPLIANCE*.—An approval issued  
5           under this subsection shall not be construed to relieve  
6           a type certificate holder from addressing all non-  
7           compliant conditions under paragraph (1).”.

## 8    ***Subtitle B—Aviation Cybersecurity***

### 9    ***SEC. 571. FINDINGS.***

10       *Congress finds the following:*

11           (1) *Congress has repeatedly tasked the Federal*  
12           *Aviation Administration with responsibility for se-*  
13           *curing the national airspace system, including the air*  
14           *traffic control system and other air navigation serv-*  
15           *ices, civil aircraft, and aeronautical products and ar-*  
16           *ticles through safety regulation and oversight. These*  
17           *mandates have routinely included protecting against*  
18           *associated cyber threats affecting aviation safety or*  
19           *the Administration’s provision of safe, secure, and ef-*  
20           *ficent air navigation services and airspace manage-*  
21           *ment.*

22           (2) *In 2016, Congress passed the FAA Extension,*  
23           *Safety, and Security Act of 2016, which established*  
24           *requirements for the Federal Aviation Administration*  
25           *to enhance the national airspace system’s cybersecu-*

1        *riety and included mandates for the Administration*  
2        *to—*

3                *(A) develop a cybersecurity strategic plan;*

4                *(B) coordinate with other Federal agencies*  
5        *to identify cyber vulnerabilities;*

6                *(C) develop a cyber threat model; and*

7                *(D) complete a comprehensive, strategic pol-*  
8        *icy framework to identify and mitigate cyberse-*  
9        *curity risks to the air traffic control system.*

10              *(3) In 2018, Congress passed the FAA Reauthor-*  
11        *ization Act of 2018 which—*

12                *(A) authorized funding for the construction*  
13        *of Federal Aviation Administration facilities*  
14        *dedicated to improving the cybersecurity of the*  
15        *national airspace system;*

16                *(B) required the Federal Aviation Adminis-*  
17        *tration to review and update its comprehensive,*  
18        *strategic policy framework for cybersecurity to*  
19        *assess the degree to which the framework identi-*  
20        *fies and addresses known cybersecurity risks as-*  
21        *sociated with the aviation system, and evaluate*  
22        *existing short- and long-term objectives for ad-*  
23        *dressing cybersecurity risks to the national air-*  
24        *space system;*

1           (C) created a Chief Technology Officer posi-  
2           tion within the Federal Aviation Administration  
3           to be responsible for, among other things, coordi-  
4           nating the implementation, operation, mainte-  
5           nance, and cybersecurity of technology programs  
6           relating to the air traffic control system with the  
7           aviation industry and other Federal agencies;  
8           and

9           (D) directed the National Academy of  
10          Sciences to study the cybersecurity workforce of  
11          the Federal Aviation Administration in order to  
12          develop recommendations to increase the size,  
13          quality, and diversity of such workforce.

14          (4) Congress has tasked the Federal Aviation Ad-  
15          ministration with being the primary Federal agency  
16          to assess and address the threats posed from cyber in-  
17          cidents relating to Federal Aviation Administration-  
18          provided air traffic control and air navigation serv-  
19          ices and the threats posed from cyber incidents relat-  
20          ing to civil aircraft, aeronautical products and arti-  
21          cles, aviation networks, aviation systems, services,  
22          and operations, and the aerospace industry affecting  
23          aviation safety or the provision of safe, secure, and ef-  
24          ficient air navigation services and airspace manage-  
25          ment by the Administration.

1           (5) *Since 2005, the Federal Aviation Adminis-*  
2           *tration has been addressing cyber vulnerabilities in*  
3           *civil aircraft and aeronautical products and articles*  
4           *during the safety certification process.*

5 **SEC. 572. AEROSPACE PRODUCT SAFETY.**

6           (a) *CYBERSECURITY STANDARDS.—Section 44701(a)*  
7           *of title 49, United States Code, is amended—*

8                 (1) *in paragraph (1) by inserting “cybersecu-*  
9                 *urity,” after “quality of work,”; and*

10                (2) *in paragraph (5)—*

11                         (A) *by inserting “cybersecurity and” after*  
12                         *“standards for”; and*

13                         (B) *by striking “procedure” and inserting*  
14                         *“procedures”.*

15           (b) *EXCLUSIVE RULEMAKING AUTHORITY.—Section*  
16           *44701 of title 49, United States Code, is amended by adding*  
17           *at the end the following:*

18                 “(h) *EXCLUSIVE RULEMAKING AUTHORITY.—Notwith-*  
19                 *standing any other provision of law and except as provided*  
20                 *in section 40132, the Administrator, in consultation with*  
21                 *the heads of such other agencies as the Administrator deter-*  
22                 *mines necessary, shall have exclusive authority to prescribe*  
23                 *regulations for purposes of assuring civil aircraft, including*  
24                 *unmanned aircraft systems, aircraft engine, propeller, and*  
25                 *appliance cybersecurity.”.*



1 **SEC. 573. FEDERAL AVIATION ADMINISTRATION REGULA-**  
2 **TIONS, POLICY, AND GUIDANCE.**

3 (a) *IN GENERAL.*—Chapter 401 of title 49, United  
4 States Code, is further amended by adding at the end the  
5 following:

6 **“§40132. National airspace system cyber threat man-**  
7 **agement process**

8 “(a) *ESTABLISHMENT.*—The Administrator of the Fed-  
9 eral Aviation Administration, in consultation with other  
10 agencies as the Administrator determines necessary, shall  
11 establish a national airspace system cyber threat manage-  
12 ment process to protect the national airspace system cyber  
13 environment, including the safety, security, and efficiency  
14 of the air navigation services provided by the Administra-  
15 tion.

16 “(b) *ISSUES TO BE ADDRESSED.*—In establishing the  
17 national airspace system cyber threat management process  
18 under subsection (a), the Administrator shall, at a min-  
19 imum—

20 “(1) monitor the national airspace system for  
21 cybersecurity incidents;

22 “(2) in consultation with appropriate Federal  
23 agencies, evaluate the cyber threat landscape for the  
24 national airspace system, including updating such  
25 evaluation on both annual and threat-based timelines;

1           “(3) *conduct national airspace system cyber in-*  
2 *cident analyses;*

3           “(4) *create a cyber common operating picture for*  
4 *the national airspace system cyber environment;*

5           “(5) *coordinate national airspace system cyber*  
6 *incident responses with other appropriate Federal*  
7 *agencies;*

8           “(6) *track cyber incident detection, response,*  
9 *mitigation implementation, recovery, and closure;*

10          “(7) *establish a process, or utilize existing proc-*  
11 *esses, to collect relevant interagency and stakeholder*  
12 *national airspace system cyber incident data, includ-*  
13 *ing data from other Federal agencies and private per-*  
14 *sons; and*

15          “(8) *consider any other matter the Adminis-*  
16 *trator determines appropriate.*

17          “(c) *DEFINITIONS.—In this section:*

18           “(1) *CYBER COMMON OPERATING PICTURE.—The*  
19 *term ‘cyber common operating picture’ means the cor-*  
20 *relation of a detected cyber incident or cyber threat*  
21 *in the national airspace system and other operational*  
22 *anomalies to provide a holistic view of potential cause*  
23 *and impact.*

24           “(2) *CYBER ENVIRONMENT.—The term ‘cyber en-*  
25 *vironment’ means the information environment con-*

1        *sisting of the interdependent networks of information*  
2        *technology infrastructures and resident data, includ-*  
3        *ing the internet, telecommunications networks, com-*  
4        *puter systems, and embedded processors and control-*  
5        *lers.*

6            “(3) *CYBER INCIDENT.*—*The term ‘cyber inci-*  
7        *dent’ means an action that creates noticeable deg-*  
8        *radation, disruption, or destruction to the cyber envi-*  
9        *ronment and causes a safety or other negative impact*  
10       *on operations of—*

11            “(A) *the national airspace system;*

12            “(B) *civil aircraft; or*

13            “(C) *aeronautical products and articles.*

14            “(4) *CYBER THREAT.*—*The term ‘cyber threat’*  
15        *means the threat of an action that, if carried out,*  
16        *would constitute a cyber incident or an electronic at-*  
17        *tack.*

18            “(5) *ELECTRONIC ATTACK.*—*The term ‘electronic*  
19        *attack’ means the use of electromagnetic spectrum en-*  
20        *ergy to impede operations in the cyber environment,*  
21        *including through techniques such as jamming or*  
22        *spoofing.”.*

23            (b) *CLERICAL AMENDMENT.*—*The analysis for chapter*  
24        *401 of title 49, United States Code, is further amended by*  
25        *adding at the end the following:*

“40132. *National airspace system cyber threat management process.”.*

1 **SEC. 574. CIVIL AVIATION CYBERSECURITY RULEMAKING**  
2 **COMMITTEE.**

3 (a) *IN GENERAL.*—Not later than 1 year after the date  
4 of enactment of this Act, the Administrator of the Federal  
5 Aviation Administration shall convene an aviation rule-  
6 making committee on civil aircraft cybersecurity to conduct  
7 a review and develop findings and recommendations on cy-  
8 bersecurity standards for civil aircraft, aircraft ground sup-  
9 port information systems, airports, air traffic control mis-  
10 sion systems, and aeronautical products and articles.

11 (b) *DUTIES.*—The Administrator shall—

12 (1) not later than 2 years after the date of enact-  
13 ment of this Act, submit to the Committee on Trans-  
14 portation and Infrastructure of the House of Rep-  
15 resentatives and the Committee on Commerce,  
16 Science, and Transportation of the Senate a report  
17 based on the findings of the aviation rulemaking com-  
18 mittee convened under subsection (a); and

19 (2) not later than 180 days after the date of sub-  
20 mission of the report under paragraph (1) and, in  
21 consultation with other agencies as the Administrator  
22 determines necessary, for consensus recommendations  
23 reached by such aviation rulemaking committee—

24 (A) undertake a rulemaking, if appropriate,  
25 based on such recommendations; and

1           (B) submit to the Committee on Transpor-  
2           tation and Infrastructure of the House of Rep-  
3           resentatives and the Committee on Commerce,  
4           Science, and Transportation of the Senate a sup-  
5           plemental report with explanations for each con-  
6           sensus recommendation not addressed, if applica-  
7           ble, by a rulemaking under subparagraph (A).

8           (c) COMPOSITION.—The aviation rulemaking com-  
9           mittee convened under subsection (a) shall consist of mem-  
10          bers appointed by the Administrator, including representa-  
11          tives of—

12           (1) aircraft manufacturers, to include at least 1  
13          manufacturer of transport category aircraft;

14           (2) air carriers;

15           (3) unmanned aircraft system stakeholders, in-  
16          cluding operators, service suppliers, and manufactur-  
17          ers of hardware components and software applica-  
18          tions;

19           (4) manufacturers of powered-lift aircraft;

20           (5) airports;

21           (6) original equipment manufacturers of ground  
22          and space based aviation infrastructure;

23           (7) aviation safety experts with specific knowl-  
24          edge of aircraft cybersecurity; and

1           (8) *a non-profit which operates 1 or more feder-*  
2           *ally funded research and development centers with*  
3           *specific knowledge of aviation and cybersecurity.*

4           (d) *MEMBER ELIGIBILITY.—Prior to a member’s ap-*  
5           *pointment under subsection (c), the Administrator shall de-*  
6           *termine if there is cause for such member to be restricted*  
7           *from possessing sensitive security information. Upon a de-*  
8           *termination of no cause being found regarding the member,*  
9           *and upon the member voluntarily signing a nondisclosure*  
10           *agreement, the member may be granted access to sensitive*  
11           *security information that is relevant to the member’s duties*  
12           *on the aviation rulemaking committee. The member shall*  
13           *protect the sensitive security information in accordance*  
14           *with part 1520 of title 49, Code of Federal Regulations.*

15           (e) *PROHIBITION ON COMPENSATION.—The members of*  
16           *the aviation rulemaking committee convened under sub-*  
17           *section (a) shall not receive pay, allowances, or benefits*  
18           *from the Government by reason of their service on such com-*  
19           *mittee.*

20           (f) *CONSIDERATIONS.—The Administrator shall direct*  
21           *such committee to consider—*

22                   (1) *existing cybersecurity standards, regulations,*  
23           *policies, and guidance, including those from other*  
24           *Federal agencies;*

1           (2) *threat- and risk-based security approaches*  
2           *used by the aviation industry, including the assess-*  
3           *ment of the potential costs and benefits of cybersecu-*  
4           *rity actions;*

5           (3) *data gathered from cybersecurity reporting;*

6           (4) *data gathered from safety reporting;*

7           (5) *the diversity of operations and systems on*  
8           *aircraft and amongst air carriers;*

9           (6) *security of design data;*

10          (7) *the need to harmonize or deconflict proposed*  
11          *and existing standards, regulations, policies, and*  
12          *guidance with other Federal standards, regulations,*  
13          *policies, and guidance;*

14          (8) *design approval holder aircraft network secu-*  
15          *rity guidance for operators;*

16          (9) *the need for such standards, regulations, poli-*  
17          *cies, and guidance as applied to civil aircraft infor-*  
18          *mation, data, networks, systems, services, operations,*  
19          *and technology;*

20          (10) *Federal Aviation Administration services,*  
21          *aviation industry services, and aircraft use of posi-*  
22          *tioning, navigation, and timing data in the context*  
23          *of Executive Order 13905, as in effect on the date of*  
24          *enactment of this Act;*

1           (11) updates needed to airworthiness regulations  
2           and systems safety assessment methods used to show  
3           compliance with airworthiness requirements for de-  
4           sign, function, installation, and certification of civil  
5           aircraft, aeronautical products and articles, and air-  
6           craft networks;

7           (12) updates needed to air carrier operating and  
8           maintenance regulations to ensure continued adher-  
9           ence with processes and procedures established in air-  
10          worthiness regulations to provide cybersecurity pro-  
11          tections for aircraft systems, including for continued  
12          airworthiness;

13          (13) policies and procedures to coordinate with  
14          other Federal agencies, including intelligence agen-  
15          cies, and the aviation industry in sharing informa-  
16          tion and analyses related to cyber threats to civil air-  
17          craft information, data, networks, systems, services,  
18          operations, and technology and aeronautical products  
19          and articles;

20          (14) the response of the Administrator and avia-  
21          tion industry to, and recovery from, cyber incidents,  
22          including by coordinating with other Federal agen-  
23          cies, including intelligence agencies;

24          (15) processes for members of the aviation indus-  
25          try to voluntarily report to the Federal Aviation Ad-



1        *ministration cyber incidents that may affect aviation*  
2        *safety in a manner that protects trade secrets and*  
3        *confidential business information;*

4            *(16) the unique nature of the aviation industry,*  
5        *including aircraft networks, aircraft systems, and*  
6        *aeronautical products, and the interconnectedness of*  
7        *cybersecurity and aviation safety;*

8            *(17) appropriate cybersecurity controls for air-*  
9        *craft networks, aircraft systems, and aeronautical*  
10       *products and articles to protect aviation safety, in-*  
11       *cluding airworthiness;*

12           *(18) appropriate cybersecurity controls for air-*  
13       *ports relative to the size and nature of airside oper-*  
14       *ations of such airports to ensure aviation safety;*

15           *(19) minimum standards for protecting civil air-*  
16       *craft, aeronautical products and articles, aviation*  
17       *networks, aviation systems, services, and operations*  
18       *from cyber threats and cyber incidents;*

19           *(20) international collaboration, where appro-*  
20       *priate and consistent with the interests of aviation*  
21       *safety in air commerce and national security, with*  
22       *other civil aviation authorities, international avia-*  
23       *tion and standards organizations, and any other ap-*  
24       *propriate entities to protect civil aviation from cyber*  
25       *incidents and cyber threats;*

1           (21) *the recommendations and implementation*  
2           *of the Aircraft System Information Security/Protec-*  
3           *tion report of the aviation rulemaking advisory com-*  
4           *mittee submitted on August 22, 2016; and*

5           (22) *any other matter the Administrator deter-*  
6           *mines appropriate.*

7           (g) *DEFINITIONS.—The definitions set forth in section*  
8           *40132 of title 49, United States Code (as added by this sub-*  
9           *title), shall apply to this section.*

## 10                           **TITLE VI—AEROSPACE**

### 11                                   **INNOVATION**

#### 12                   **Subtitle A—Unmanned Aircraft** 13                                   **Systems**

##### 14           **SEC. 601. DEFINITIONS.**

15           (a) *DEFINITION.—Section 44801(1) of title 49, United*  
16           *States Code, is amended—*

17                   (1) *in subparagraph (B) by striking “and” at*  
18                   *the end;*

19                   (2) *in subparagraph (C) by striking the period*  
20                   *at the end and inserting a semicolon; and*

21                   (3) *by adding at the end the following:*

22                                   “(D) *is able to maintain safe flight control*  
23                                   *in the event of a power or flight control failure*  
24                                   *during flight; and*

1                   “(E) is programmed to initiate a controlled  
2                   landing in the event of a tether separation.”.

3 **SEC. 602. UNMANNED AIRCRAFT SYSTEM TEST RANGES.**

4           (a) *IN GENERAL.*—Section 44803 of title 49, United  
5 States Code, is amended to read as follows:

6 **“§ 44803. Unmanned aircraft system test ranges**

7           “(a) *IN GENERAL.*—The Administrator of the Federal  
8 Aviation Administration shall carry out and update, as ap-  
9 propriate, a program to enable a broad variety of testing  
10 and evaluation activities at unmanned aircraft system test  
11 ranges, as in effect on the day before the date of enactment  
12 of the Securing Growth and Robust Leadership in Amer-  
13 ican Aviation Act, to the extent consistent with aviation  
14 safety and efficiency, and for purposes of the safe integra-  
15 tion of unmanned aircraft systems into the national air-  
16 space system.

17           “(b) *AIRSPACE REQUIREMENTS.*—In carrying out the  
18 program under subsection (a)—

19                   “(1) the Administrator may establish nonregula-  
20 tory special use airspace areas upon the request of a  
21 test range sponsor selected by the Administrator  
22 under subsection (a), for purposes of accommodating  
23 hazardous testing and evaluation activities to inform  
24 the safe integration of unmanned aircraft systems  
25 into the national airspace system, or for purposes of

1 *other activities authorized by the Administrator*  
2 *under subsection (g);*

3 *“(2) each selected test range sponsor for a des-*  
4 *ignated test range shall be considered the using agen-*  
5 *cy for purposes of the respective nonregulatory special*  
6 *use airspace areas established by the Administrator*  
7 *under this section; and*

8 *“(3) the Administrator may require that each se-*  
9 *lected test range sponsor for a designated test range*  
10 *provide a draft environmental review consistent with*  
11 *the National Environmental Policy Act of 1969 (42*  
12 *U.S.C. 4321 et seq.), subject to the supervision and*  
13 *adoption of the Administrator, with respect to any re-*  
14 *quest for the establishment of a nonregulatory special*  
15 *use airspace area under this section.*

16 *“(c) PROGRAM REQUIREMENT.—In carrying out the*  
17 *program under subsection (a), the Administrator—*

18 *“(1) may develop operational standards and air*  
19 *traffic requirements for flight operations at test*  
20 *ranges;*

21 *“(2) shall coordinate with, and leverage the re-*  
22 *sources of, other Federal agencies, as the Adminis-*  
23 *trator considers appropriate;*

24 *“(3) shall address both civil and public aircraft*  
25 *operations;*

1           “(4) shall provide for verification of the safety of  
2     *flight systems and related navigation procedures as it*  
3     *relates to continued development of standards for in-*  
4     *tegration into the national airspace system;*

5           “(5) shall engage test range sponsors, as nec-  
6     *essary and within available resources, in projects for*  
7     *testing and evaluation of flight systems to facilitate*  
8     *the validation of standards by the Administration for*  
9     *the safe integration of unmanned aircraft systems*  
10    *into the national airspace system, which may include*  
11    *solutions for—*

12           “(A) *developing and enforcing geographic*  
13            *and altitude limitations;*

14           “(B) *providing for alerts regarding any*  
15            *hazards or limitations on flight, including prohi-*  
16            *bitions on flight;*

17           “(C) *sense and avoid capabilities;*

18           “(D) *technology to support communications,*  
19            *navigation, and surveillance;*

20           “(E) *unmanned aircraft system operations*  
21            *beyond visual line of sight, at nighttime, or over*  
22            *people;*

23           “(F) *operation of multiple unmanned air-*  
24            *craft systems by a single remote pilot;*

1           “(G) *unmanned aircraft systems traffic*  
2           *management capabilities or services;*

3           “(H) *counter unmanned aircraft system ca-*  
4           *pabilities;*

5           “(I) *improving privacy protections through*  
6           *the use of advances in unmanned aircraft sys-*  
7           *tems; and*

8           “(J) *other critical priority areas for which*  
9           *testing and evaluation is needed.*

10          “(6) *shall coordinate periodically with all test*  
11          *range sponsors to ensure test range sponsors know*  
12          *which data should be collected, how data can be de-*  
13          *identified to flow more readily to the Administration,*  
14          *what procedures should be followed, and what testing*  
15          *and evaluations would advance efforts to safely inte-*  
16          *grate unmanned aircraft systems into the national*  
17          *airspace system; and*

18          “(7) *shall allow test range sponsors to receive*  
19          *Federal funding, other than from the Federal Avia-*  
20          *tion Administration, including in-kind contributions,*  
21          *from test range participants in the furtherance of*  
22          *testing and evaluation objectives.*

23          “(d) *EXEMPTION.—Except as provided in subsection*  
24          *(g), the requirements of section 44711, including related im-*  
25          *plementing regulations, shall not apply to persons approved*

1 *by the test range sponsor for operation at a designated test*  
2 *range under this section.*

3       “(e) *RESPONSIBILITIES OF TEST RANGE SPONSOR.—*

4 *The sponsor of each test range under subsection (a) shall—*

5               “(1) *provide access to all interested private and*  
6 *public entities seeking to carry out testing and eval-*  
7 *uation activities at the test range designated pursu-*  
8 *ant to this section, to the greatest extent practicable,*  
9 *consistent with safety and any operating procedures*  
10 *established by the test range sponsor, including access*  
11 *by small business concerns (as that term is described*  
12 *in section 3(a) of the Small Business Act (15 U.S.C.*  
13 *632(a));*

14               “(2) *ensure all activities remain within the geo-*  
15 *graphical boundaries and altitude limitations estab-*  
16 *lished for the nonregulatory special use airspace area*  
17 *covering the test range;*

18               “(3) *ensure no activity is conducted at the des-*  
19 *ignated test range in a careless or reckless manner;*

20               “(4) *establish safe operating procedures for all*  
21 *operators approved for activities at the test range, in-*  
22 *cluding provisions for maintaining operational con-*  
23 *trol and ensuring protection of persons and property*  
24 *on the ground, subject to approval by the Adminis-*  
25 *trator;*

1           “(5) exercise direct oversight of all operations  
2           conducted at the test range;

3           “(6) consult with the Administrator on the na-  
4           ture of planned activities at the test range and wheth-  
5           er temporary segregation through the use of a non-  
6           regulatory special use airspace area is required to  
7           contain such activities is consistent with aviation  
8           safety;

9           “(7) protect proprietary technology, sensitive  
10          data, or sensitive research of any civil or private enti-  
11          ty when using the test range;

12          “(8) maintain detailed records of all ongoing  
13          and completed testing and evaluation activities con-  
14          ducted at the test range and all operators conducting  
15          such activities, for inspection by, and reporting to,  
16          the Administrator, as required by agreement between  
17          the Administrator and the test range sponsor;

18          “(9) make all original records available for in-  
19          spection upon request by the Administrator; and

20          “(10) provide recommendations to the Adminis-  
21          trator to further enable public and private testing  
22          and evaluation activities at the test ranges that con-  
23          tribute to the safe integration of unmanned aircraft  
24          systems by the Administration into the national air-



1       *space system, on a quarterly basis until the program*  
2       *terminates.*

3       “(f) *TESTING.*—

4               “(1) *IN GENERAL.*—*The Administrator may au-*  
5       *thorize a sponsor of a test range designated under*  
6       *subsection (a) to host testing and evaluation activities*  
7       *other than those directly related to the integration of*  
8       *unmanned aircraft systems into the national airspace*  
9       *system, provided that the activity is necessary to in-*  
10       *form the development of standards or policy for inte-*  
11       *grating new types of flight systems into the national*  
12       *airspace system.*

13               “(2) *WAIVER.*—*In carrying out this subsection,*  
14       *the Administrator may waive the requirements of sec-*  
15       *tion 44711, including related regulations, to the ex-*  
16       *tent consistent with aviation safety.*

17               “(g) *AGREEMENTS.*—*The Administrator may use the*  
18       *transaction authority under section 106(l)(6) to enter into*  
19       *appropriate agreements to direct testing and evaluation ac-*  
20       *tivities related to unmanned aircraft systems at any test*  
21       *range designated under subsection (a).*

22               “(h) *TERMINATION.*—*The program under this section*  
23       *shall terminate on September 30, 2028.”.*

24               “(b) *CONFORMING AMENDMENT.*—*Section 44801(10) of*  
25       *title 49, United States Code, is amended by striking “any*

1 of the 6 test ranges” and all that follows through “January  
2 1, 2009” and inserting “the test ranges established by the  
3 Administrator under section 44803”.

4 **SEC. 603. UNMANNED AIRCRAFT IN THE ARCTIC.**

5 (a) *IN GENERAL.*—Section 44804 of title 49, United  
6 States Code, is amended—

7 (1) in section heading by striking “**Small un-**  
8 **manned**” and inserting “**Unmanned**”; and

9 (2) by striking “small” each place it appears.

10 (b) *CLERICAL AMENDMENT.*—The analysis for chapter  
11 448 of title 49, United States Code, is amended by striking  
12 the item relating to section 44804 and insert the following:

“44804. Unmanned aircraft in the Arctic.”.

13 **SEC. 604. PUBLIC SAFETY USE OF TETHERED UAS.**

14 (a) *IN GENERAL.*—Section 44806 of title 49, United  
15 States Code, is amended—

16 (1) in the section heading by inserting “**and**  
17 **public safety use of unmanned aircraft**  
18 **systems**” after “**systems**”;

19 (2) in subsection (c)—

20 (A) in the subsection heading by inserting  
21 “**SAFETY USE OF**” after “**PUBLIC**”; and

22 (B) in paragraph (1)—

23 (i) in the matter preceding subpara-  
24 graph (A)—

- 1                   (I) by striking “Not later than  
2                   180 days after the date of enactment of  
3                   this Act, the” and inserting “The”;
- 4                   (II) by striking “permit the use  
5                   of” and inserting “permit”;
- 6                   (III) by striking “public”; and
- 7                   (IV) by inserting “by a public  
8                   safety organization for such systems”  
9                   after “systems”;
- 10                  (ii) by striking subparagraph (A) and  
11                  inserting the following:  
12                  “(A) operated—  
13                  “(i) at or below an altitude of 150 feet  
14                  above ground level within class B, C, D, E,  
15                  or G airspace, but not at a greater altitude  
16                  than the ceiling depicted on the UAS facil-  
17                  ity maps published by the Federal Aviation  
18                  Administration, where applicable;  
19                  “(ii) within zero-grid airspaces as de-  
20                  picted on such UAS facility maps, only if  
21                  operated in life-saving or emergency situa-  
22                  tions and with prior notification to the Ad-  
23                  ministration in a manner determined by  
24                  the Administrator; or

1                   “(iii) above 150 feet above ground level  
2                   within class B, C, D, E, or G airspace only  
3                   with prior authorization from the Adminis-  
4                   trator;”;

5                   (iii) by striking subparagraph (B);  
6                   and

7                   (iv) by redesignating subparagraphs  
8                   (C), (D), and (E) as subparagraphs (B),  
9                   (C), and (D), respectively; and  
10                  (C) in paragraph (3) by striking “Public  
11                  actively” and inserting “Actively”; and  
12                  (3) by adding at the end, the following:

13               “(e) *DEFINITION.*—In this section, the term ‘public  
14               safety organization’ means an entity that primarily en-  
15               gages in activities related to the safety and well-being of  
16               the general public, including law enforcement, fire depart-  
17               ments, emergency medical services, and other organizations  
18               that protect and serve the public in matters of safety and  
19               security.”.

20               (b) *CLERICAL AMENDMENT.*—The analysis for chapter  
21               448 of title 49, United States Code, is amended by striking  
22               the item relating to section 44806 and inserting the fol-  
23               lowing:

                  “44806. Public unmanned aircraft systems and public safety use of unmanned  
                  aircraft systems.”.

1 **SEC. 605. SPECIAL AUTHORITY FOR UNMANNED AIRCRAFT**  
2 **SYSTEMS.**

3 *Section 44807 of title 49, United States Code, is*  
4 *amended—*

5 *(1) in subsection (a)—*

6 *(A) by inserting “or chapter 447” after*  
7 *“this chapter”;*

8 *(B) by striking “the Secretary of Transpor-*  
9 *tation” and inserting “the Administrator of the*  
10 *Federal Aviation Administration”;* and

11 *(C) by striking “if certain” and inserting*  
12 *“how”;*

13 *(2) in subsection (b)—*

14 *(A) by striking “the Secretary” and insert-*  
15 *ing “the Administrator”;* and

16 *(B) in paragraph (1)—*

17 *(i) by striking “which types of un-*  
18 *manned aircraft systems, if any, as a result*  
19 *of their size” and inserting “how the un-*  
20 *manned aircraft, as a result of such air-*  
21 *craft’s size”;* and

22 *(ii) by striking “do not create” and in-*  
23 *serting “does not create”;*

24 *(3) in subsection (c) to read as follows:*

25 *“(c) REQUIREMENTS FOR SAFE OPERATION.—*

1           “(1) *IN GENERAL.*—*For unmanned aircraft sys-*  
2           *tems that the Administrator determines under this*  
3           *section may operate safely in the national airspace*  
4           *system, the Administrator shall establish risk-based*  
5           *requirements, or a process to accept risk-based pro-*  
6           *posed requirements, for the safe operation of such air-*  
7           *craft systems in the national airspace system, includ-*  
8           *ing operation related to testing and evaluation of pro-*  
9           *prietary systems.*

10           “(2) *TREATMENT OF MITIGATION MEASURES.*—  
11           *To the extent that a proposed operation will be con-*  
12           *ducted exclusively within the airspace of a Mode C*  
13           *Veil during the entirety of the operation, such oper-*  
14           *ation shall be treated as satisfying the requirements*  
15           *of section 91.113(b) of title 14, Code of Federal Regu-*  
16           *lations, so long as the operation employs—*

17                   “(A) *ADS-B In-based detect and avoid ca-*  
18                   *pabilities;*

19                   “(B) *air traffic control communication and*  
20                   *coordination; and*

21                   “(C) *aeronautical information management*  
22                   *systems to notify other aircraft operators of such*  
23                   *operations.*

24           “(3) *RULE OF CONSTRUCTION.*—*Nothing in this*  
25           *subsection shall be construed to give an unmanned*

1        *aircraft operating pursuant to this section the right*  
2        *of way over a manned aircraft.”;*

3                *(4) in subsection (d) by striking “2023” and in-*  
4        *serting “2033”; and*

5                *(5) by adding at the end the following:*

6        *“(e) LIMITATION.—In making determinations under*  
7        *this section, the Administrator may not consider unmanned*  
8        *aircraft systems to the extent that such systems may meet*  
9        *the requirements of established regulations applicable to the*  
10       *proposed operation of a system.*

11       *“(f) EXEMPTION.—The Administrator may exercise the*  
12       *authorities described in this section without requiring a*  
13       *rulemaking or imposing the requirements of part 11 of title*  
14       *14, Code of Federal Regulations, to the extent consistent*  
15       *with aviation safety.”.*

16       **SEC. 606. RECREATIONAL OPERATIONS OF DRONE SYS-**  
17                **TEMS.**

18        *(a) SPECIFIED EXCEPTION FOR LIMITED REC-*  
19        *REATIONAL OPERATIONS OF UNMANNED AIRCRAFT.—Sec-*  
20        *tion 44809 of title 49, United States Code, is amended—*

21                *(1) in subsection (a) by striking paragraph (6)*  
22        *and inserting the following:*

23                *“(6) Except for circumstances when the Admin-*  
24        *istrator establishes alternative altitude ceilings or as*  
25        *otherwise authorized in section (c), in Class G air-*

1       *space, the aircraft is flown from the surface to not*  
2       *more than 400 feet above ground level and complies*  
3       *with all airspace and flight restrictions and prohibi-*  
4       *tions established under this subtitle, such as special*  
5       *use airspace designations and temporary flight re-*  
6       *strictions.”;*

7               *(2) by striking subsection (c) and inserting the*  
8       *following:*

9       “(c) *OPERATIONS AT FIXED SITES.—*

10               “(1) *IN GENERAL.—The Administrator shall es-*  
11       *tablish a process to approve, and publicly disseminate*  
12       *the location of, fixed sites at which a person may*  
13       *carry out recreational unmanned aircraft system op-*  
14       *erations.*

15               “(2) *OPERATING PROCEDURES.—*

16               “(A) *CONTROLLED AIRSPACE.—Persons op-*  
17       *erating unmanned aircraft under paragraph (1)*  
18       *from a fixed site within Class B, Class C, or*  
19       *Class D airspace or within the lateral bound-*  
20       *aries of the surface area of Class E airspace des-*  
21       *ignated for an airport, or a community-based or-*  
22       *ganization sponsoring operations within such*  
23       *airspace, shall make the location of the fixed site*  
24       *known to the Administrator and shall establish*



1           *a mutually agreed upon operating procedure*  
2           *with the air traffic control facility.*

3           “(B) *ALTITUDE.*—*The Administrator, in co-*  
4           *ordination with community-based organizations*  
5           *sponsoring operations at fixed sites, shall develop*  
6           *a process to approve requests for recreational un-*  
7           *manned aircraft systems operations at fixed sites*  
8           *that exceed the maximum altitude contained in*  
9           *a UAS Facility Map.*

10           “(C) *CLASS G AIRSPACE.*—*Subject to com-*  
11           *pliance with all airspace and flight restrictions*  
12           *and prohibitions established under this subtitle,*  
13           *such as special use airspace designations and*  
14           *temporary flight restrictions, persons operating*  
15           *drones under paragraph (1) from a fixed site at*  
16           *which the operations are sponsored by a commu-*  
17           *nity-based organization may operate within*  
18           *Class G airspace—*

19                   “(i) *up to 400 feet above ground level,*  
20                   *without prior authorization from the Ad-*  
21                   *ministrator; and*

22                   “(ii) *above 400 feet above ground level,*  
23                   *with prior authorization from the Adminis-*  
24                   *trator.*

1           “(3) *UNMANNED AIRCRAFT WEIGHING 55 POUNDS*  
2           *OR GREATER.—A person may operate an unmanned*  
3           *aircraft weighing 55 pounds or greater, including the*  
4           *weight of anything attached to or carried by the air-*  
5           *craft, under paragraph (1) if—*

6                     “(A) *the unmanned aircraft complies with*  
7                     *standards and limitations developed by a com-*  
8                     *munity-based organization and approved by the*  
9                     *Administrator; and*

10                    “(B) *the aircraft is operated from a fixed*  
11                    *site as described in paragraph (1).*

12           “(4)     *FAA-RECOGNIZED IDENTIFICATION*  
13           *AREAS.—In implementing subpart C of part 89 of*  
14           *title 14, Code of Federal Regulations, the Adminis-*  
15           *trator shall prioritize the review and adjudication of*  
16           *requests to establish FAA Recognized Identification*  
17           *Areas at fixed sites established under this section.”;*

18                    (3) *in subsection (d) by striking the subsection*  
19                    *heading and all that follows through “(3) SAVINGS*  
20                    *CLAUSE.—” and inserting “(d) SAVINGS CLAUSE.—”;*

21                    (4) *in subsection (d) by striking “subsection (a)*  
22                    *of”;*

23                    (5) *in subsection (f)(1) by striking “updates to”;*

24                    (6) *by striking subsection (g)(1) and inserting*  
25                    *the following:*

1           “(1) *IN GENERAL.*—*The Administrator, in con-*  
2           *sultation with manufacturers of unmanned aircraft*  
3           *systems, community-based organizations, and other*  
4           *industry stakeholders, shall develop, maintain, and*  
5           *update, as necessary, an aeronautical knowledge and*  
6           *safety test. Such test shall be administered electroni-*  
7           *cally by the Administrator or a person designated by*  
8           *the Administrator.”; and*

9           (7) *in subsection (h)*—

10           (A) *by redesignating paragraphs (1)*  
11           *through (6) as paragraphs (2) through (7), re-*  
12           *spectively; and*

13           (B) *by inserting before paragraph (2) (as so*  
14           *redesignated) the following:*

15           “(1) *is recognized by the Administrator of the*  
16           *Federal Aviation Administration;”.*

17           (b) *USE OF UNMANNED AIRCRAFT SYSTEMS FOR EDU-*  
18           *CATIONAL PURPOSES.*—*Section 350 of the FAA Reauthor-*  
19           *ization Act of 2018 (49 U.S.C. 44809 note) is amended—*

20           (1) *in subsection (a)*—

21           (A) *by redesignating paragraphs (2) and*  
22           *(3) as paragraphs (3) and (4), respectively; and*

23           (B) *by inserting before paragraph (3) (as so*  
24           *redesignated) the following:*

1           “(2) operated by an elementary school or sec-  
2           ondary school for educational or research purposes;”;  
3           and

4           (2) in subsection (d)—

5           (A) in paragraph (2) by inserting “an ele-  
6           mentary school, or a secondary school,” after  
7           “with respect to the operation of an unmanned  
8           aircraft system by an institution of higher edu-  
9           cation,”; and

10           (B) by inserting after paragraph (2) the fol-  
11           lowing:

12           “(3) *ELEMENTARY SCHOOL*.—The term ‘elemen-  
13           tary school’ has the meaning given to that term by  
14           section 8101 of the *Elementary and Secondary Edu-  
15           cation Act of 1965* (20 U.S.C. 7801(19)).

16           “(4) *SECONDARY SCHOOL*.—The term ‘secondary  
17           school’ has the meaning given to that term by section  
18           8101 of the *Elementary and Secondary Education  
19           Act of 1965* (20 U.S.C. 7801(45)).”.

20   **SEC. 607. AIRPORT SAFETY AND AIRSPACE HAZARD MITIGA-**  
21           **TION AND ENFORCEMENT.**

22           Section 44810(h) of title 49, United States Code, is  
23           amended by striking “2023” and inserting “2028”.

1 **SEC. 608. APPLICATIONS FOR DESIGNATION.**

2 *Section 2209 of the FAA Extension, Safety, and Security Act of 2016 (Public Law 114–190) is further amended—*

5 *(1) in subsection (a)—*

6 *(A) by inserting “, including temporarily,”*  
7 *after “restrict”; and*

8 *(B) by inserting “or eligible outdoor gathering”*  
9 *after “fixed site facility”;*

10 *(2) in subsection (b)(1)(C)—*

11 *(A) in clause (iv), by striking “Other locations that warrant such restrictions”*  
12 *and inserting “State correctional facilities”;*  
13 *and*

14 *(B) by adding at the end the following:*

15 *“(v) Eligible outdoor gatherings.”; and*

16 *(3) by adding at the end the following:*

17 *“(f) ELIGIBLE OUTDOOR GATHERING DEFINED.—In*  
18 *this section, the term ‘eligible outdoor gathering’ means an*  
19 *event that—*

20 *“(1) is primarily outdoors;*

21 *“(2) has an estimated daily attendance of 20,000*  
22 *or greater in at least 1 of the preceding 3 years;*

23 *“(3) has defined and static geographical boundaries; and*

24 *“(4) is advertised in the public domain.*

25 *“(f) DEADLINES.—*

1           “(1) Not later than March 1, 2024, the Adminis-  
2           trator shall publish a notice of proposed rulemaking  
3           to carry out the requirements of this section.

4           “(2) Not later than 16 months after publishing  
5           the notice of proposed rulemaking under paragraph  
6           (1), the Administrator shall issue a final rule.”.

7   **SEC. 609. BEYOND VISUAL LINE OF SIGHT RULEMAKING.**

8           (a) *IN GENERAL.*—Not later than 4 months after the  
9           date of enactment of this Act, the Administrator of the Fed-  
10          eral Aviation Administration shall issue a notice of pro-  
11          posed rulemaking establishing performance-based air-  
12          worthiness criteria and risk-based operational regulations  
13          for unmanned aircraft systems operated beyond visual line  
14          of sight that are intended to operate primarily at or below  
15          400 feet above ground level.

16          (b) *CONTENTS.*—In carrying out subsection (a), the  
17          Administrator shall—

18                 (1) establish a means to accept proposed—

19                         (A) airworthiness standards for unmanned  
20                         aircraft;

21                         (B) standards for associated elements of un-  
22                         manned aircraft; and

23                         (C) qualification standards for remote pilots  
24                         operating unmanned aircraft beyond visual line  
25                         of sight;

1           (2) *enable the ability for unmanned aircraft to*  
2           *be operated for agricultural purposes;*

3           (3) *establish a process by which the Adminis-*  
4           *trator may approve or accept third party compliance*  
5           *services in support of the safe integration of un-*  
6           *manned aircraft systems into the national airspace*  
7           *system; and*

8           (4) *establish protocols, as appropriate, for*  
9           *networked information exchange, including network-*  
10          *based remote identification in support of beyond vis-*  
11          *ual line of sight operations.*

12          (c) *CONSIDERATIONS.—In carrying out subsection (a),*  
13          *the Administrator may leverage previously gathered data,*  
14          *information, and efforts of the Administration to finalize*  
15          *rulemaking as required under this section.*

16          (d) *UNMANNED AIRCRAFT AIRWORTHINESS STAND-*  
17          *ARDS.—In carrying out subsection (b)(1)(A), the Adminis-*  
18          *trator shall—*

19                 (1) *define the operational environments for*  
20                 *which airworthiness is needed to ensure aviation safe-*  
21                 *ty;*

22                 (2) *establish an airworthiness category or cat-*  
23                 *egories for unmanned aircraft to be eligible for a spe-*  
24                 *cial airworthiness certificate; and*

1           (3) *establish a process to approve standards,*  
2           *means of compliance, and declarations of compliance.*

3           (e) *UNMANNED AIRCRAFT ASSOCIATED ELEMENTS*  
4 *STANDARDS.—*

5           (1) *IN GENERAL.—In carrying out subsection*  
6           *(b)(1)(B), the Administrator shall establish a process*  
7           *to accept or approve the associated elements of an un-*  
8           *manned aircraft that, when considered collectively*  
9           *with other associated elements and an unmanned air-*  
10           *craft, meet an acceptable performance-based safety*  
11           *standard.*

12           (2) *CONSIDERATIONS.—In establishing the proc-*  
13           *ess under paragraph (1), the Administrator shall con-*  
14           *sider the ways associated elements of an unmanned*  
15           *aircraft system interact with other associated elements*  
16           *and unmanned aircraft.*

17           (f) *REMOTE PILOT QUALIFICATIONS.—*

18           (1) *IN GENERAL.—In carrying out subsection*  
19           *(b)(1)(C), the Administrator shall establish qualifica-*  
20           *tions and standards, or a means to accept proposed*  
21           *qualifications and standards, for remote pilots oper-*  
22           *ating unmanned aircraft systems.*

23           (2) *CONSIDERATIONS.—In carrying out para-*  
24           *graph (1), the Administrator shall account for the*



1       *varying levels of automation of unmanned aircraft*  
2       *systems.*

3               (3) *RULE OF CONSTRUCTION.*—*Nothing in this*  
4       *subsection may be construed to allow for the establish-*  
5       *ment of type-ratings that apply specifically and ex-*  
6       *clusively to an aircraft manufactured by 1 manufac-*  
7       *turer.*

8               (g) *INTERIM APPROVALS.*—*Before the date on which*  
9       *the Administrator issues a final rule under this section, the*  
10       *Administrator shall use the process described in section*  
11       *44807 of title 49, United States Code, to authorize un-*  
12       *manned aircraft system operations conducted beyond visual*  
13       *line of sight.*

14              (h) *FINAL RULE.*—*Not later than 16 months after the*  
15       *date of enactment of this Act, the Administrator shall issue*  
16       *a final rule establishing the regulations required under this*  
17       *section.*

18              (i) *DEFINITIONS.*—*In this section:*

19                      (1) *ASSOCIATED ELEMENTS.*—*The term “associ-*  
20       *ated elements” means any component of an un-*  
21       *manned aircraft system, not permanently affixed to*  
22       *the unmanned aircraft, required for the remote pilot*  
23       *to operate such aircraft safely and efficiently in the*  
24       *national airspace system.*

1           (2) *BEYOND VISUAL LINE OF SIGHT.*—*The term*  
2           *“beyond visual line of sight” means a distance at*  
3           *which the remote pilot in command of an unmanned*  
4           *aircraft system cannot see the unmanned aircraft*  
5           *with vision unaided by any device other than correc-*  
6           *tive lenses.*

7           (3) *UNMANNED AIRCRAFT; UNMANNED AIRCRAFT*  
8           *SYSTEM.*—*The terms “unmanned aircraft” and “un-*  
9           *manned aircraft system” have the meaning given*  
10          *such terms in section 44801 of title 49, United States*  
11          *Code.*

12   **SEC. 610. UAS TRAFFIC MANAGEMENT.**

13          (a) *IN GENERAL.*—*Not later than 1 year after the date*  
14          *of enactment of this Act, the Administrator of the Federal*  
15          *Aviation Administration may enter into agreements for*  
16          *purposes of—*

17                 (1) *testing and refining UTM capabilities and*  
18                 *services to inform the development of UTM standards*  
19                 *in subsection (b);*

20                 (2) *authorizing UTM service providers that meet*  
21                 *the requirements described in subsection (b) to provide*  
22                 *UTM services to better enable advanced unmanned*  
23                 *aircraft systems operations, including—*

24                         (A) *beyond visual line of sight operations;*

1           (B) aircraft-to-aircraft communications;  
2           and

3           (C) operations in which an individual acts  
4           as remote pilot in command of more than 1 un-  
5           manned aircraft at the same time; and

6           (3) fostering the safe integration of unmanned  
7           aircraft systems using UTM capabilities and services  
8           within the national airspace system.

9           (b) STANDARDIZATION.—

10           (1) IN GENERAL.—In carrying out subsection  
11           (a), the Administrator shall publish requirements or  
12           guidance associated with UTM, including—

13           (A) the types of operations requiring, or  
14           benefitting from, the use of UTM capabilities  
15           and services described in subsection (a), includ-  
16           ing beyond visual line of sight operations;

17           (B) areas of operation or categories of air-  
18           space requiring, or benefitting from, the use of  
19           UTM capabilities and services;

20           (C) performance-based technical standards  
21           for UAS operations using UTM capabilities and  
22           services; and

23           (D) application program interfaces that en-  
24           able UTM service suppliers to integrate UTM ca-  
25           pabilities and services into other systems for use

1           *by users of the national airspace system, includ-*  
2           *ing unmanned aircraft system operators.*

3           (2) *INTERNATIONAL HARMONIZATION.—In car-*  
4           *rying out paragraph (1), the Administrator shall seek*  
5           *to harmonize, to the extent practicable and advisable,*  
6           *UTM standards with standards produced by recog-*  
7           *nized industry standards organizations or other peer*  
8           *civil aviation authorities.*

9           (3) *FEEDBACK OF CONCEPT OF OPERATIONS.—*  
10          *Not later than 90 days after the date of enactment of*  
11          *this Act, the Administrator shall solicit feedback from*  
12          *stakeholders on the most recently published UTM con-*  
13          *cept of operations of the Administration.*

14          (4) *FINALIZATION OF CONCEPT OF OPER-*  
15          *ATIONS.—Not later than 1 year after the date of en-*  
16          *actment of this Act, the Administrator shall publish*  
17          *a final version of the UTM concept of operations of*  
18          *the Administration.*

19          (c) *STAKEHOLDER PARTNERSHIPS.—In carrying out*  
20          *subsection (a), the Administrator shall establish a means*  
21          *by which the Administrator can enter into cooperative*  
22          *agreements, contracts, other transaction agreements, and*  
23          *other appropriate mechanisms with appropriate persons,*  
24          *partnerships, and consortia to enable qualified third-parties*  
25          *to design, build, develop, fund, and manage UTM.*

1       (d) *RULES OF CONSTRUCTION.*—

2               (1) *BEYOND VISUAL LINE OF SIGHT OPER-*  
3       *ATIONS.*—*Nothing in this section shall be construed to*  
4       *prevent or prohibit beyond visual line of sight oper-*  
5       *ations through the use of technologies other than UTM*  
6       *capabilities and services.*

7               (2) *AIRSPACE.*—*Nothing in this section shall be*  
8       *construed to alter the authority under section 40103*  
9       *of title 49, United States Code.*

10       (e) *BRIEFING.*—*Not later than 90 days after the date*  
11       *of enactment of this Act, and annually thereafter, the Ad-*  
12       *ministrator shall brief the Committee on Transportation*  
13       *and Infrastructure of the House of Representatives and the*  
14       *Committee on Commerce, Science, and Transportation of*  
15       *the Senate on progress made by the Administration detail-*  
16       *ing the implementation and requirements of this section*  
17       *and any applicable timelines to completion.*

18       (f) *DEFINITIONS.*—*In this section:*

19               (1) *APPROPRIATE PERSONS.*—*The term “appro-*  
20       *priate persons” means a Federal, State, local, Tribal,*  
21       *or territorial governmental entity, or a person.*

22               (2) *UTM.*—*The term “UTM” means the manner*  
23       *in which the Administration will support operations*  
24       *for unmanned aircraft systems operating in low-alti-*  
25       *tude airspace.*

1 **SEC. 611. RADAR DATA PILOT PROGRAM.**

2       (a) *SENSITIVE RADAR DATA FEED PILOT PRO-*  
3 *GRAM.*—Not later than 180 days after the date of enactment  
4 of this Act, the Administrator of the Federal Aviation Ad-  
5 ministration, in coordination with the Secretary of Defense,  
6 and other heads of relevant Federal agencies, shall establish  
7 a pilot program to make airspace data feeds containing  
8 classified or controlled unclassified information available to  
9 qualified users, in conjunction with subsection (b).

10       (b) *AUTHORIZATION.*—In carrying out subsection (a),  
11 the Administrator and the heads of other relevant Federal  
12 agencies and in coordination with the Secretary of Defense,  
13 shall establish a process to authorize qualified entities to  
14 receive airspace data feeds containing classified informa-  
15 tion related to air traffic within the national airspace sys-  
16 tem and use such information in an agreed upon manner  
17 to—

18               (1) provide—

19                       (A) *air traffic management services; and*

20                       (B) *unmanned aircraft system traffic man-*  
21 *agement services; or*

22               (2) *to test technologies that may enable or en-*  
23 *hance the provision of the services described in para-*  
24 *graph (1).*

25       (c) *BRIEFING.*—Not later than 90 days after estab-  
26 *lishing the pilot program under subsection (a), and annu-*

1 *ally thereafter, the Administrator shall brief the Committee*  
2 *on Transportation and Infrastructure of the House of Rep-*  
3 *resentatives and the Committee on Commerce, Science, and*  
4 *Transportation of the Senate on the findings of the Admin-*  
5 *istrator related to the pilot program established under this*  
6 *section.*

7 (d) *SUNSET.*—*This section shall cease to be effective*  
8 *on October 1, 2028.*

9 (e) *DEFINITION OF QUALIFIED USER.*—*In this section,*  
10 *the term “qualified user” means an entity authorized to re-*  
11 *ceive airspace data feeds containing classified or controlled*  
12 *unclassified information pursuant to subsection (b).*

13 ***SEC. 612. ELECTRONIC CONSPICUITY STUDY.***

14 (a) *IN GENERAL.*—*The Comptroller General of the*  
15 *United States shall conduct a study of technologies and*  
16 *methods that may be used by operators of unmanned air-*  
17 *craft systems to detect and avoid manned aircraft that may*  
18 *lawfully operate below 500 feet above ground level and that*  
19 *are—*

20 (1) *not equipped with a transponder or auto-*  
21 *matic dependent surveillance-broadcast out equip-*  
22 *ment; or*

23 (2) *otherwise not electronically conspicuous.*

1           (b) *CONSULTATION.*—*In conducting the study required*  
2 *under subsection (a), the Comptroller General shall consult*  
3 *with—*

4           (1) *representatives from—*

5               (A) *unmanned aircraft systems manufac-*  
6 *turers and operators;*

7               (B) *general aviation operators;*

8               (C) *aerial applicators; and*

9               (D) *helicopter operators, including State*  
10 *and local governments; and*

11           (2) *any other person the Comptroller General de-*  
12 *termines appropriate.*

13           (c) *REPORT.*—*Not later than 1 year after the date of*  
14 *the enactment of this Act, the Comptroller General shall*  
15 *submit to the Committee on Transportation and Infrastruc-*  
16 *ture of the House of Representatives and the Committee on*  
17 *Commerce, Science, and Transportation of the Senate a re-*  
18 *port describing the results of such study.*

19 **SEC. 613. REMOTE IDENTIFICATION ALTERNATIVE MEANS**  
20 **OF COMPLIANCE.**

21           (a) *STUDY.*—*The Administrator of the Federal Avia-*  
22 *tion Administration shall review and evaluate the final rule*  
23 *titled “Remote Identification of Unmanned Aircraft”,*  
24 *issued on January 15, 2021, to determine the feasibility*  
25 *and advisability of whether unmanned aircraft manufac-*



1 *turers and operators can meet the intent of such final rule*  
2 *through alternative means of compliance, including through*  
3 *network-based remote identification.*

4 (b) *REPORT.—Not later than 1 year after the date of*  
5 *enactment of this Act, the Administrator shall submit to*  
6 *the Committee on Transportation and Infrastructure of the*  
7 *House of Representatives and the Committee on Commerce,*  
8 *Science, and Transportation of the Senate a report on the*  
9 *results of the study under subsection (a).*

10 **SEC. 614. PART 107 WAIVER IMPROVEMENTS.**

11 (a) *IN GENERAL.—The Administrator of the Federal*  
12 *Aviation Administration shall adopt a performance- and*  
13 *risk-based approach in reviewing requests for certificates*  
14 *of waiver under section 107.200 of title 14, Code of Federal*  
15 *Regulations.*

16 (b) *STANDARDIZATION OF WAIVER APPLICATION.—*

17 (1) *IN GENERAL.—In carrying out subsection*  
18 *(a), the Administrator shall improve the process es-*  
19 *tablished to submit requests for certificates of waiver*  
20 *described in subsection (a).*

21 (2) *FORMAT.—In carrying out paragraph (1),*  
22 *the Administrator may not require the use of open-*  
23 *ended descriptive prompts that are required to be*  
24 *filled out by an applicant, except to provide appli-*

1        *cants the ability to provide the Administration with*  
2        *information for an unusual or irregular operation.*

3            (3) *DATA.—*

4            (A) *IN GENERAL.—In carrying out para-*  
5        *graph (1), the Administrator shall leverage data*  
6        *gathered from previous requests for certificates of*  
7        *waivers.*

8            (B) *CONSIDERATIONS.—In carrying out*  
9        *subparagraph (A), the Administrator shall safely*  
10       *use—*

11            (i) *big data analytics; and*

12            (ii) *machine learning.*

13        (c) *CONSIDERATION OF PROPERTY OWNERSHIP INTER-*  
14       *EST.—*

15            (1) *IN GENERAL.—In determining whether to*  
16        *issue a certificate of waiver under section 107.200 of*  
17        *title 14, Code of Federal Regulations, the Adminis-*  
18        *trator shall—*

19            (A) *consider whether the waiver applicant*  
20        *has control over access to all real property on the*  
21        *ground within the area of operation; and*

22            (B) *recognize and account for the safety en-*  
23        *hancements of such controlled access.*

24            (2) *RULE OF CONSTRUCTION.—Nothing in this*  
25        *subsection shall be construed to direct the Adminis-*

1 *trator to consider the lack of control over access to all*  
2 *real property on the ground within an area of oper-*  
3 *ation, or a lack of property interest in such area of*  
4 *operation, as negatively affecting the safety of the op-*  
5 *eration intended to be conducted under such certifi-*  
6 *cate of waiver.*

7 *(d) PUBLIC AVAILABILITY OF WAIVERS.—*

8 *(1) IN GENERAL.—The Administrator shall pub-*  
9 *lish all certificates of waiver issued under section*  
10 *107.200 of title 14, Code of Federal Regulations, on*  
11 *the website of the Administration, including, with re-*  
12 *spect to each issued certificate of waiver—*

13 *(A) the terms, conditions, and limitations;*  
14 *and*

15 *(B) the class of airspace and any restric-*  
16 *tions related to operating near airports or heli-*  
17 *ports.*

18 *(2) PUBLICATION.—In carrying out paragraph*  
19 *(1), the Administrator shall ensure that published in-*  
20 *formation is made available in a manner that pre-*  
21 *vents inappropriate disclosure of proprietary infor-*  
22 *mation.*

23 *(e) PRECEDENTIAL USE OF PREVIOUSLY APPROVED*  
24 *WAIVERS.—*

1           (1) *WAIVER APPROVAL PRECEDENT.*—*Except as*  
2           *provided in paragraph (3), if the Administrator de-*  
3           *termines, using criteria for a particular waiver, that*  
4           *an application for a certificate of waiver issued under*  
5           *section 107.200 of title 14, Code of Federal Regula-*  
6           *tions, is substantially similar (or is comprised of ele-*  
7           *ments that are substantially similar) to an applica-*  
8           *tion for a certificate of waiver that the Administrator*  
9           *has previously approved, the Administrator may*  
10          *streamline, as appropriate, the approval of applica-*  
11          *tions with substantially similar conditions and limi-*  
12          *tations as a previously approved application.*

13          (2) *RULE OF CONSTRUCTION.*—*Nothing in para-*  
14          *graph (1) shall be construed to preclude an applicant*  
15          *for a certificate of waiver from applying to modify a*  
16          *condition, or remove a limitation of, such certificate.*

17          (f) *MODIFICATION OF WAIVERS.*—

18          (1) *IN GENERAL.*—*The Administrator shall es-*  
19          *tablish an expedited review process for a request to*  
20          *modify or renew certificates of waiver previously*  
21          *issued under section 107.200 of title 14, Code of Fed-*  
22          *eral Regulations, as appropriate.*

23          (2) *USE OF REVIEW PROCESS.*—*The review proc-*  
24          *ess established under paragraph (1) shall be used to*  
25          *review certificates of waiver that cover operations that*

1        *are substantially similar in all material facts to oper-*  
2        *ations covered under a subsequently issued certificate*  
3        *of waiver.*

4        **SEC. 615. ACCEPTABLE LEVELS OF RISK AND RISK ASSESS-**  
5    **MENT METHODOLOGY.**

6        (a) *IN GENERAL.*—*Not later than 90 days after the*  
7        *date of enactment of this Act, the Administrator of the Fed-*  
8        *eral Aviation Administration shall establish acceptable lev-*  
9        *els of risk, and develop a risk assessment methodology asso-*  
10       *ciated with such levels of risk, to enable unmanned aircraft*  
11       *system operations conducted—*

12                     (1) *under waivers issued to part 107 of title 14,*  
13                     *Code of Federal Regulations;*

14                     (2) *pursuant to section 44807 of title 49, United*  
15                     *States Code; or*

16                     (3) *pursuant to future regulations promulgated*  
17                     *by the Administrator, as appropriate.*

18        (b) *ACCEPTABLE LEVELS OF RISK.*—*In carrying out*  
19        *subsection (a), the Administrator shall establish acceptable*  
20        *levels of risk for unmanned aircraft system operations in*  
21        *the national airspace system and a method for assessing*  
22        *the operational risk of a proposed operation in accordance*  
23        *with such acceptable level.*

24        (c) *RISK ASSESSMENT METHODOLOGY.*—*In carrying*  
25        *out subsections (a) and (b), the Administrator shall develop*

1 *a risk assessment methodology to allow remote pilots in*  
2 *command operating unmanned aircraft systems pursuant*  
3 *to subsection (a) to determine the risk associated with a*  
4 *specific operation, and mitigate such a risk, as necessary.*

5 *(d) RISK ASSESSMENT METHODOLOGY CONSIDER-*  
6 *ATIONS.—In establishing the risk assessment methodology*  
7 *described under this section, the Administrator shall con-*  
8 *sider—*

9 *(1) the time of day of the operation;*

10 *(2) the population density of the area of oper-*  
11 *ation;*

12 *(3) the class of airspace and such requirements*  
13 *necessary for airspace users to legally operate in each*  
14 *class of airspace;*

15 *(4) the proximity to infrastructure, to the extent*  
16 *that proximity mitigates risk to other operators of the*  
17 *national airspace system;*

18 *(5) the nature of the detect and avoid mitigation*  
19 *measures of an unmanned aircraft system; and*

20 *(6) the attributes and characteristics of the un-*  
21 *manned aircraft of the unmanned aircraft system, in-*  
22 *cluding the—*

23 *(A) size;*

24 *(B) visibility;*

25 *(C) maximum takeoff weight;*

1                   (D) maximum indicated airspeed; and

2                   (E) payload.

3           (e) *PUBLICATION.*—*The Administrator shall make the*  
4 *risk assessment methodology established under this section*  
5 *available to the public on an appropriate website of the Ad-*  
6 *ministration.*

7           (f) *DEFINITIONS OF UNMANNED AIRCRAFT AND UN-*  
8 *MANNED AIRCRAFT SYSTEM.*—*In this section, the terms*  
9 *“unmanned aircraft” and “unmanned aircraft system”*  
10 *have the meanings given such terms in section 44801 of title*  
11 *49, United States Code.*

12 **SEC. 616. ENVIRONMENTAL REVIEW.**

13           (a) *GUIDANCE UPDATES.*—*Not later than 180 days*  
14 *after the date of enactment of this Act, the Administrator*  
15 *of the Federal Aviation Administration shall publish un-*  
16 *manned aircraft system-specific guidance and implementa-*  
17 *tion procedures. Such guidance and implementation proce-*  
18 *dures shall—*

19                   (1) *provide guidance to streamline environ-*  
20 *mental assessments at a programmatic level, as the*  
21 *Administrator considers appropriate, for an un-*  
22 *manned aircraft system operator’s network of oper-*  
23 *ations within a defined geographical region, includ-*  
24 *ing within and over approved commercial or indus-*  
25 *trial sites closed or restricted to the public;*

1           (2) provide guidance for nationwide pro-  
2           grammatic approaches for large scale distributed un-  
3           manned aircraft system operations whereby a Pro-  
4           grammatic Environmental Assessment or Environ-  
5           mental Impact Statement can be leveraged for subse-  
6           quent related actions to ensure efficient environmental  
7           review;

8           (3) consider additional Categorical Exclusions  
9           based on previously prepared and finalized Environ-  
10          mental Assessments or in consultation with the Coun-  
11          cil on Environmental Quality;

12          (4) prioritize proposed projects or activities that  
13          may—

14                (A) offset or limit the impacts of non-zero  
15                emission activities;

16                (B) offset or limit the release of environ-  
17                mental pollutants to soil or water; or

18                (C) demonstrate other factors to the benefit  
19                of the environment as determined by the Admin-  
20                istrator;

21          (5) contain intra-agency process improvements  
22          to avoid providing conflicting safety and environ-  
23          mental feedback to operators;

24          (6) contain standards and criteria for engaging  
25          specialized third parties to support the Administra-



1        *tion's preparation and review of documentation relat-*  
2        *ing to the requirements of the National Environ-*  
3        *mental Policy Act of 1969 (42 U.S.C. 4321 et seq.) to*  
4        *ensure streamlined timelines for complex reviews; and*  
5                *(7) any other modifications the Administrator*  
6        *considers necessary within the stated environmental*  
7        *objectives of the National Environmental Policy Act*  
8        *of 1969 (42 U.S.C. 4321 et seq.) and the Federal pri-*  
9        *ority to maintain global leadership in aviation inno-*  
10        *vation.*

11        *(b) BRIEFING.—No later than 90 days after the date*  
12        *of enactment of this Act, the Administrator shall brief the*  
13        *Committee on Transportation and Infrastructure of the*  
14        *House of Representatives and the Committee on Commerce,*  
15        *Science, and Transportation of the Senate on the plan of*  
16        *the Administration to implement subsection (b), including*  
17        *each of the considerations specified in the subsection, and*  
18        *an explanation for any consideration the Administrator*  
19        *does not intend to implement.*

20        *(c) CONCURRENT REVIEWS.—If the Administrator de-*  
21        *termines that the review of an unmanned aircraft system's*  
22        *design, construction, maintenance and operational sustain-*  
23        *ability, airworthiness approval, or operational approval re-*  
24        *quires environmental assessment, including requirements*  
25        *under the National Environmental Policy Act of 1969 (42*

1 *U.S.C. 4321 et seq.*), the Administrator shall, to the max-  
2 *imum extent practicable, conduct such reviews and analyses*  
3 *concurrent with one another.*

4 (d) *RULE OF CONSTRUCTION.*—*Nothing in this section*  
5 *shall be construed as prohibiting, restricting or otherwise*  
6 *limiting the authority of the Secretary of Transportation*  
7 *or the Administrator from implementing or complying with*  
8 *the requirements of the National Environmental Policy Act*  
9 *of 1969 (42 U.S.C. 4321 et seq.) and any related require-*  
10 *ments to ensure the protection of the environment and avia-*  
11 *tion safety.*

12 (e) *ASSOCIATED UAS CERTIFICATION STANDARDS.*—

13 (1) *OPTION TO SUSPEND NOISE CERTIFICATION*  
14 *REQUIREMENT PENDING STANDARDS DEVELOP-*  
15 *MENT.*—*Notwithstanding the requirements of section*  
16 *44715 of title 49, United States Code, the Adminis-*  
17 *trator may waive the determination of compliance*  
18 *with part 36 of title 14, Code of Federal Regulations,*  
19 *for an applicant seeking an unmanned aircraft sys-*  
20 *tem type and airworthiness certification, provided the*  
21 *Administrator has developed appropriate noise meas-*  
22 *urement procedures for such systems and the Admin-*  
23 *istrator has received the noise measurements results*  
24 *based on such procedures from the applicant.*

1           (2) *DEVELOPMENT OF CRITERIA.*—Not later than  
2           90 days after the date of enactment of this Act, the  
3           Administrator shall develop and establish substantive  
4           criteria and standards metrics used by the Adminis-  
5           trator to determine whether to approve or disapprove  
6           the airworthiness of an unmanned aircraft pursuant  
7           to part 36 of title 14, Code of Federal Regulations.

8           (3) *SUBSTANTIVE CRITERIA AND STANDARDS*  
9           *METRICS.*—In establishing the substantive criteria  
10          and standards metrics as required under paragraph  
11          (2), the Administrator shall include such criteria and  
12          metrics related to the airworthiness of unmanned air-  
13          craft for the following:

14                   (A) *Noise impacts.*

15                   (B) *Visual impacts.*

16          (4) *PUBLICATION.*—The Administrator shall  
17          publish in the Federal Register and post on a website  
18          of the Federal Aviation Administration the criteria  
19          and metrics established pursuant to paragraph (2).

20          (f) *DEFINITION OF UNMANNED AIRCRAFT SYSTEM.*—  
21          In this section, the term “unmanned aircraft system” has  
22          the meaning given such term in section 44801 of title 49,  
23          United States Code.

1 **SEC. 617. CARRIAGE OF HAZARDOUS MATERIALS.**

2       (a) *NEAR-TERM APPROVALS.*—*Not later than 180 days*  
3 *after the date of enactment of this Act, the Administrator*  
4 *of the Federal Aviation Administration shall coordinate*  
5 *with the Administrator of the Pipeline and Hazardous Ma-*  
6 *terials Safety Administration to revise processes in effect*  
7 *on the date of enactment of this Act for the carriage of haz-*  
8 *ardous materials by unmanned aircraft systems to provide*  
9 *that—*

10           (1) *special conditions, waivers, or other require-*  
11 *ments necessary to enable the carriage of hazardous*  
12 *materials shall be incorporated into the existing regu-*  
13 *latory and operator certification processes of the Fed-*  
14 *eral Aviation Administration for unmanned aircraft*  
15 *operations in which the aircraft—*

16                   (A) *weighs less than 100 pounds; and*

17                   (B) *is capable of carrying less than 10*  
18 *pounds gross weight of limited quantity cargo;*  
19 *and*

20           (2) *the existing special permitting process or*  
21 *other existing processes carried out by the Adminis-*  
22 *trator of the Pipeline and Hazardous Materials Safe-*  
23 *ty Administration shall be initiated as early as prac-*  
24 *ticable, and in conjunction with the existing regu-*  
25 *latory and operator certification processes of the Fed-*

1 *eral Aviation Administration, for unmanned aircraft*  
2 *operations in which the unmanned aircraft—*

3 *(A) weighs 100 pounds or more; or*

4 *(B) is capable of carrying 10 pounds or*  
5 *more gross weight of limited quantity cargo.*

6 *(b) RULEMAKING.—*

7 *(1) IN GENERAL.—Not later than 1 year after*  
8 *the date of enactment of this Act, the Secretary of*  
9 *Transportation shall revise requirements, guidance,*  
10 *standards, or other policy materials governing the*  
11 *carriage of hazardous materials to allow for the car-*  
12 *riage of a de minimis amount of hazardous materials*  
13 *by an unmanned aircraft.*

14 *(2) CONSIDERATIONS.—In carrying out para-*  
15 *graph (1), the Administrator shall consider—*

16 *(A) whether a hazardous material is a con-*  
17 *sumer commodity;*

18 *(B) requirements for common carriage and*  
19 *private carriage;*

20 *(C) whether the transportation of a de*  
21 *minimis volume, weight, or amount of a haz-*  
22 *ardous material would pose an unreasonable risk*  
23 *to health and safety or property;*

24 *(D) whether the volume, weight, or amount*  
25 *of a hazardous material is large enough to per-*

1            *mit the transportation of a commercially mean-*  
2            *ingful volume, weight, or amount; and*

3            *(E) the altitude at which unmanned air-*  
4            *craft operations are conducted.*

5            *(3) IMPLEMENTATION.—*

6            *(A) PETITION.—The Secretary shall estab-*  
7            *lish a process for a person to petition to establish*  
8            *or revise a de minimis amount or a hazardous*  
9            *material.*

10           *(B) PERIODIC UPDATES.—The Secretary*  
11           *shall—*

12           *(i) periodically review, as necessary, de*  
13           *minimis amounts of hazardous materials*  
14           *established under paragraph (1);*

15           *(ii) determine whether such amounts of*  
16           *Hazardous materials should be revised,*  
17           *based on operational and safety data or*  
18           *other factors; and*

19           *(iii) assess whether to establish a de*  
20           *minimis amount for a hazardous material*  
21           *for which a de minimis volume, weight, or*  
22           *amount has previously not been established.*

23           *(c) SAVING CLAUSE.—Nothing in this section shall be*  
24           *construed to—*

1           (1) *limit the authority of the Secretary, the Ad-*  
2           *ministrator of the Federal Aviation Administration,*  
3           *or the Administrator of the Pipeline and Hazardous*  
4           *Materials Safety Administration from implementing*  
5           *requirements under existing authorities to ensure the*  
6           *safe carriage of hazardous materials by aircraft; and*

7           (2) *confer upon the Administrator of the Federal*  
8           *Aviation Administration the authorities of the Ad-*  
9           *ministrator of the Pipeline and Hazardous Materials*  
10          *Safety Administration, as described in part 175 of*  
11          *title 49, Code of Federal Regulations, and chapter 51*  
12          *of title 49, United States Code.*

13          (d) *EXEMPTION.—The authorities of the Administrator*  
14          *related to the transportation, packaging, marking, or de-*  
15          *scription of hazardous materials in section 106(g)(1) of title*  
16          *49, United States Code, shall not apply to the extent nec-*  
17          *essary to enact the requirements of this section.*

18          (e) *DEFINITIONS.—In the section:*

19               (1) *UNMANNED AIRCRAFT SYSTEM.—The term*  
20               *“unmanned aircraft system” has the meaning given*  
21               *the term in section 44801 of title 49, United States*  
22               *Code.*

23               (2) *CONSUMER COMMODITY.—The term “con-*  
24               *sumer commodity” has the meaning given such term*

1           *in section 171.8 of title 49, Code of Federal Regula-*  
 2           *tions.*

3   **SEC. 618. UNMANNED AIRCRAFT SYSTEM USE IN WILDFIRE**  
 4                               **RESPONSE.**

5           *(a) UNMANNED AIRCRAFT SYSTEMS IN WILDFIRE RE-*  
 6   *SPONSE.—*

7                       *(1) IN GENERAL.—Not later than 1 year after*  
 8           *the date of enactment of this Act, the Administrator*  
 9           *of the Federal Aviation Administration, in coordina-*  
 10          *tion with the United States Forest Service and any*  
 11          *other Federal entity or contracted operator the Ad-*  
 12          *ministrator considers appropriate, shall develop a*  
 13          *plan on the use of unmanned aircraft systems by pub-*  
 14          *lic entities in wildfire response efforts, including*  
 15          *wildfire detection, mitigation, and suppression.*

16                      *(2) PLAN CONTENTS.—The plan under subsection*  
 17          *(a) shall provide recommendations to—*

18                               *(A) identify and designate areas of public*  
 19           *land with high potential for wildfires in which*  
 20           *public entities may conduct unmanned aircraft*  
 21           *system beyond visual line of sight operations as*  
 22           *part of wildfire response efforts, including wild-*  
 23           *fire detection, mitigation, and suppression;*

24                               *(B) develop a process to facilitate the safe*  
 25           *and efficient operation of unmanned aircraft*



1           *systems beyond the visual line of sight in wild-*  
2           *fire response efforts in areas designated under*  
3           *paragraph (A), including the waiver process*  
4           *under section 91.113 or section 107.31 of title 14,*  
5           *Code of Federal Regulations, for public entities*  
6           *that use unmanned aircraft systems for aerial*  
7           *wildfire detection, mitigation, and suppression;*  
8           *and*

9                   *(C) improve coordination between the rel-*  
10           *evant Federal agencies and public entities on the*  
11           *use of unmanned aircraft systems in wildfire re-*  
12           *sponse efforts.*

13           *(3) PLAN SUBMISSION.—Upon completion of the*  
14           *plan under subsection (a), the Administrator of the*  
15           *Federal Aviation Administration shall submit such*  
16           *plan to, and provide a briefing for, the Committee on*  
17           *Transportation and Infrastructure of the House of*  
18           *Representatives and the Committee on Commerce,*  
19           *Science, and Transportation of the Senates.*

20                   *(4) PUBLICATION.—Upon submission of the plan*  
21           *under subsection (a), the Administrator of the Federal*  
22           *Aviation Administration shall publish such plan on*  
23           *a publicly available website of the Administration.*

24           *(b) APPLICABILITY.—This section shall only apply to*  
25           *unmanned aircraft systems that are—*

1           (1) *operated by, or on behalf of, a public entity;*

2           (2) *operated in airspace covered by a wildfire-re-*  
3 *lated temporary flight restriction under section*  
4 *91.137 of title 14, Code of Federal Regulations; and*

5           (3) *under the operational control of, or otherwise*  
6 *are being operationally coordinated by, an authorized*  
7 *aviation coordinator responsible for coordinating dis-*  
8 *aster relief aircraft within the airspace covered by*  
9 *such temporary flight restriction.*

10       (c) *INTERAGENCY COORDINATION.*—*Not later than 180*  
11 *days after the date of enactment of this Act, the Adminis-*  
12 *trator shall seek to enter into the necessary agreements to*  
13 *provide a liaison of the Administration to the National*  
14 *Interagency Fire Center to facilitate the use of manned and*  
15 *unmanned aircraft in wildfire response efforts, including*  
16 *wildfire detection, mitigation, and suppression.*

17       (d) *SAVINGS CLAUSE.*—*Nothing in this Act shall be*  
18 *construed to confer upon the Administrator of the Federal*  
19 *Aviation Administration the authorities of the Administra-*  
20 *tion of the Federal Emergency Management Agency on*  
21 *wildfire response under section 611 of the Robert T. Stafford*  
22 *Disaster Relief and Emergency Assistance Act (42 U.S.C.*  
23 *5196).*

24       (e) *DEFINITIONS.*—*In this section:*

1           (1) *PUBLIC ENTITY*.—The term “public entity”  
2       *means—*

- 3                   (A) a Federal agency;  
4                   (B) a State government;  
5                   (C) a local government;  
6                   (D) a Tribal government; and  
7                   (E) a territorial government.

8           (2) *PUBLIC LAND*.—The term “public land” has  
9       the meaning given such term in section 205 of the  
10      *Sikes Act (16 U.S.C. 670k)*.

11          (3) *UNMANNED AIRCRAFT SYSTEM*.—The term  
12      “unmanned aircraft system” has the meaning given  
13      such term in section 44801 of title 49, United States  
14      Code.

15          (4) *WILDFIRE*.—The term “wildfire” has the  
16      meaning given that term in section 2 of the *Emer-*  
17      *gency Wildfire Suppression Act (42 U.S.C. 1856m)*.

18      **SEC. 619. PILOT PROGRAM FOR UAS INSPECTIONS OF FAA**  
19                                      **INFRASTRUCTURE.**

20          (a) *IN GENERAL*.—Not later than 180 days after the  
21      date of enactment of this Act, the Secretary of Transpor-  
22      tation shall establish and initiate a pilot program to sup-  
23      plement appropriate inspection and oversight activities of  
24      the department with unmanned aircraft systems for the  
25      purposes of increasing employee safety, enhancing data col-

1 *lection, increasing the accuracy of inspections, reducing*  
2 *costs, and other purposes the Secretary considers to be in*  
3 *the broader interests of good government.*

4       **(b) GROUND-BASED AVIATION INFRASTRUCTURE.**—  
5 *Under the program required in subsection (a), the Adminis-*  
6 *trator of the Federal Aviation Administration shall evalu-*  
7 *ate the use of unmanned aircraft systems to inspect ground-*  
8 *based aviation infrastructure that may require visual in-*  
9 *spection in hard-to-reach areas, including—*

- 10           (1) *navigational aids;*  
11           (2) *air traffic control towers;*  
12           (3) *radar facilities;*  
13           (4) *communication facilities; and*  
14           (5) *other air traffic control facilities.*

15       **(c) COORDINATION.**—*In carrying out the pilot pro-*  
16 *gram established under subsection (a), the Secretary shall*  
17 *consult with the labor union certified under section 7111*  
18 *of title 5, United States Code, to represent personnel respon-*  
19 *sible for the inspection of the ground-based aviation infra-*  
20 *structure described in subsection (b).*

21       **(d) COVERED FOREIGN UNMANNED AIRCRAFT SYS-**  
22 **TEM.**—*The Secretary may not carry out an inspection*  
23 *under this section using an unmanned aircraft system*  
24 *manufactured by—*

1           (1) *an entity included on the Consolidated*  
2           *Screening list or Entity List as designated by the*  
3           *Secretary of Commerce;*

4           (2) *an entity domiciled in the People’s Republic*  
5           *of China or the Russian Federation; or*

6           (3) *an entity, or a subsidiary or affiliate of an*  
7           *entity, that is subject to influence or control by—*

8                   (A) *the Government of the People’s Republic*  
9                   *of China;*

10                   (B) *the Chinese Communist Party; or*

11                   (C) *the Russian Federation.*

12           (e) *BRIEFING.—Not later than 2 years after the date*  
13           *of enactment of this Act, and annually thereafter until the*  
14           *termination of the pilot program under this section, the*  
15           *Secretary shall provide to the Committee on Transportation*  
16           *and Infrastructure of the House of Representatives and the*  
17           *Committee on Commerce, Science, and Transportation of*  
18           *the Senate a briefing on the status and results of the pilot*  
19           *program established under subsection (a), including—*

20                   (1) *cost saving;*

21                   (2) *a description of how unmanned aircraft sys-*  
22                   *tems were used to supplement existing inspection,*  
23                   *data collection, or oversight activities of Department*  
24                   *employees, including the number of operations and*  
25                   *types of activities performed;*

1           (3) *efficiency or safety improvements, if any, as-*  
2           *sociated with the use of unmanned aircraft systems to*  
3           *supplement conventional inspection, data collection,*  
4           *or oversight activities;*

5           (4) *the fleet of unmanned aircraft systems main-*  
6           *tained by the Department of Transportation for the*  
7           *program, or an overview of the services used as part*  
8           *of the pilot program; and*

9           (5) *recommendations for improving the use or ef-*  
10          *ficacy of unmanned aircraft systems to supplement*  
11          *the Department's conventional inspection, data collec-*  
12          *tion, or oversight activities.*

13          (f) *SUNSET AND INCORPORATION INTO STANDARD*  
14          *PRACTICE.—*

15           (1) *SUNSET.—The pilot program established*  
16           *under subsection (a) and the reporting requirement*  
17           *under subsection (f) shall terminate on the date that*  
18           *is 50 months after the date of enactment of this Act.*

19           (2) *INCORPORATION INTO STANDARD PRAC-*  
20           *TICE.—Upon termination of the pilot program, the*  
21           *Secretary shall assess the results of the pilot program*  
22           *under this section and determine whether to perma-*  
23           *nently incorporate the use of unmanned aircraft sys-*  
24           *tems into the regular inspection, data collection, and*  
25           *oversight activities of the Department.*

1           (3) *REPORT TO CONGRESS.*—Not later than 3  
2           *months after the termination of the pilot program*  
3           *under paragraph (1), the Secretary shall submit to*  
4           *the Committee on Transportation and Infrastructure*  
5           *of the House of Representatives and the Committee on*  
6           *Commerce, Science, and Transportation of the Senate*  
7           *a report on the final results of the pilot program and*  
8           *the actions taken by the Administrator pursuant to*  
9           *paragraph (2).*

10 ***SEC. 620. DRONE INFRASTRUCTURE INSPECTION GRANT***  
11           ***PROGRAM.***

12           (a) *AUTHORITY.*—Not later than 180 days after the  
13 *date of enactment of this Act, the Secretary of Transpor-*  
14 *tation shall establish a drone infrastructure inspection*  
15 *grant program to make grants to governmental entities to*  
16 *facilitate the use of eligible small unmanned aircraft sys-*  
17 *tems to support more efficient inspection, operation, con-*  
18 *struction, maintenance, modernization, and repair of an*  
19 *element of critical infrastructure to improve worker safety*  
20 *related to critical infrastructure projects.*

21           (b) *USE OF GRANT AMOUNTS.*—A governmental entity  
22 *may use a grant provided under this section to—*

23                   (1) *purchase or lease eligible small unmanned*  
24           *aircraft systems;*

1           (2) *support operational capabilities of eligible*  
2           *small unmanned aircraft systems by the governmental*  
3           *entity;*

4           (3) *contract for services performed using an eli-*  
5           *gible small unmanned aircraft system in cir-*  
6           *cumstances in which the governmental entity does not*  
7           *have the resources or expertise to safely carry out or*  
8           *assist in carrying out the activities described under*  
9           *subsection (a); and*

10           (4) *support the program management capability*  
11           *of the governmental entity to use an eligible small un-*  
12           *manned aircraft system.*

13           (c) *ELIGIBILITY.*—*To be eligible to receive a grant*  
14           *under this section, a governmental entity shall submit an*  
15           *application to the Secretary at such time, in such form,*  
16           *and containing such information as the Secretary may re-*  
17           *quire, including an assurance that the governmental entity*  
18           *or any contractor of the governmental entity, will comply*  
19           *with relevant Federal regulations.*

20           (d) *SELECTION OF APPLICANTS.*—*In awarding a*  
21           *grant under this section, the Secretary shall prioritize ap-*  
22           *plications that propose to—*

23           (1) *carry out a critical infrastructure project in*  
24           *a variety of communities, including urban, suburban,*  
25           *rural, tribal, or any other type of community; and*



1           (2) *address a safety risk in the inspection, oper-*  
2           *ation, construction, maintenance, or repair of an ele-*  
3           *ment of critical infrastructure.*

4           (e) *LIMITATION.*—*Nothing in this section shall be con-*  
5           *strued as to interfere with an agreement between a govern-*  
6           *mental entity and a labor union, including requirements*  
7           *under section 5333(b) of title 49, United States Code.*

8           (f) *REPORT TO CONGRESS.*—*Not later than 1 year*  
9           *after the first grant is provided under this section, the Sec-*  
10          *retary shall submit to the Committee on Transportation*  
11          *and Infrastructure of the House of Representatives and the*  
12          *Committee on Commerce, Science, and Transportation of*  
13          *the Senate a report that evaluates the program carried out*  
14          *under this section, including—*

15                 (1) *a description of the number of grants award-*  
16                 *ed;*

17                 (2) *the amount of each grant;*

18                 (3) *the activities funded under this section; and*

19                 (4) *the effectiveness of such funded activities in*  
20                 *meeting the objectives described in subsection (a).*

21           (g) *FUNDING.*—

22                 (1) *FEDERAL SHARE.*—

23                         (A) *IN GENERAL.*—*Except as provided in*  
24                         *subparagraph (B), the Federal share of the cost*  
25                         *of a project carried out using a grant under this*

1           *section shall not exceed 50 percent of the total*  
2           *project cost.*

3           *(B) WAIVER.—The Secretary may increase*  
4           *the Federal share requirement under subpara-*  
5           *graph (A) to up to 75 percent for a project car-*  
6           *ried out using a grant under this section by a*  
7           *governmental entity if such entity—*

8                     *(i) submits a written application to*  
9                     *the Secretary requesting an increase in the*  
10                    *Federal share; and*

11                    *(ii) demonstrates that the additional*  
12                    *assistance is necessary to facilitate the ac-*  
13                    *ceptance and full use of a grant under this*  
14                    *section, such as alleviating economic hard-*  
15                    *ship, meeting additional workforce needs, or*  
16                    *such other uses that the Secretary deter-*  
17                    *mines to be appropriate.*

18           *(2) AUTHORIZATION OF APPROPRIATIONS.—Out*  
19           *of amounts authorized to be appropriated under sec-*  
20           *tion 106(k) of title 49, United States Code, the Sec-*  
21           *retary shall make available to carry out this sec-*  
22           *tion—*

23                    *(A) \$2,000,000 for fiscal year 2024;*

24                    *(B) \$12,000,000 for fiscal year 2025;*

25                    *(C) \$12,000,000 for fiscal year 2026;*

1                   (D) \$12,000,000 for fiscal year 2027; and

2                   (E) \$12,000,000 for fiscal year 2028.

3           (h) *DEFINITIONS.*—*In this section:*

4                   (1) *COVERED FOREIGN ENTITY.*—*The term “cov-*  
5 *ered foreign entity” means an entity—*

6                           (A) *included on the Consolidated Screening*  
7 *List or Entity List as designated by the Sec-*  
8 *retary of Commerce;*

9                           (B) *domiciled in the People’s Republic of*  
10 *China or the Russian Federation;*

11                           (C) *subject to influence or control by the*  
12 *government of the People’s Republic of China or*  
13 *by the Russian Federation; or*

14                           (D) *is a subsidiary or affiliate of an entity*  
15 *described in subparagraphs (A) through (C).*

16                   (2) *CRITICAL INFRASTRUCTURE.*—*The term*  
17 *“critical infrastructure” has the meaning given such*  
18 *term in subsection (e) of the Critical Infrastructures*  
19 *Protection Act of 2001 (42 U.S.C. 5195c(e)).*

20                   (3) *ELEMENT OF CRITICAL INFRASTRUCTURE.*—  
21 *The term “element of critical infrastructure” means a*  
22 *critical infrastructure facility or asset, including pub-*  
23 *lic bridges, tunnels, roads, highways, dams, electric*  
24 *grid, water infrastructure, communication systems,*

1 *pipelines, or other related facilities or assets, as deter-*  
2 *mined by the Secretary.*

3 (4) *ELIGIBLE SMALL UNMANNED AIRCRAFT SYS-*  
4 *TEM.—The term “eligible small unmanned aircraft*  
5 *system” means a small unmanned aircraft system*  
6 *manufactured or assembled by a company that is*  
7 *domiciled in the United States and is not a covered*  
8 *foreign entity.*

9 (5) *ELIGIBLE SMALL UNMANNED AIRCRAFT SYS-*  
10 *TEM TECHNOLOGY.—The term “eligible small un-*  
11 *manned aircraft system technology” means—*

12 (A) *an eligible small unmanned aircraft*  
13 *system; or*

14 (B) *a major component of such a system*  
15 *that is not manufactured by or procured from a*  
16 *covered foreign entity.*

17 (6) *GOVERNMENTAL ENTITY.—The term “govern-*  
18 *mental entity” means—*

19 (A) *a State, the District of Columbia, the*  
20 *Commonwealth of Puerto Rico, a territory of the*  
21 *United States, or a political subdivision thereof;*

22 (B) *a unit of local government;*

23 (C) *a Tribal Government;*

24 (D) *a metropolitan planning organization;*

25 *or*

1           (E) a consortia of more than 1 of the enti-  
2           ties described in subparagraphs (A) through (D).

3           (7) *PROJECT*.—The term “project” means a  
4           project for the inspection, operation, maintenance, re-  
5           pair, modernization, or construction of an element of  
6           critical infrastructure, including mitigating environ-  
7           mental hazards to such infrastructure.

8           (8) *SMALL UNMANNED AIRCRAFT; UNMANNED*  
9           *AIRCRAFT SYSTEM*.—The terms “small unmanned air-  
10          craft” and “unmanned aircraft system” have the  
11          meanings given such terms in section 44801 of title  
12          49, United States Code.

13 **SEC. 621. DRONE EDUCATION AND WORKFORCE TRAINING**  
14   **GRANT PROGRAM.**

15          (a) *AUTHORITY*.—Not later than 180 days after the  
16          date of enactment of this Act, the Secretary of Transpor-  
17          tation shall establish a drone education and training grant  
18          program to make grants to educational institutions for  
19          workforce training for eligible small unmanned aircraft sys-  
20          tem technology.

21          (b) *USE OF GRANT AMOUNTS*.—Amounts from a grant  
22          under this section shall be used in furtherance of activities  
23          authorized under sections 631 and 632 of the FAA Reau-  
24          thorization Act of 2018 (49 U.S.C. 40101 note).

1       (c) *ELIGIBILITY.*—*To be eligible to receive a grant*  
2 *under this section, an educational institution shall submit*  
3 *an application to the Secretary at such time, in such form,*  
4 *and containing such information as the Secretary may re-*  
5 *quire.*

6       (d) *AUTHORIZATION OF APPROPRIATIONS.*—*Out of*  
7 *amounts authorized to be appropriated under section 106(k)*  
8 *of title 49, United States Code, the Secretary shall make*  
9 *available to carry out this section—*

10           (1) *\$2,000,000 for fiscal year 2024;*

11           (2) *\$12,000,000 for fiscal year 2025;*

12           (3) *\$12,000,000 for fiscal year 2026;*

13           (4) *\$12,000,000 for fiscal year 2027; and*

14           (5) *\$12,000,000 for fiscal year 2028.*

15       (e) *DEFINITIONS.*—*In this section:*

16           (1) *COVERED FOREIGN ENTITY.*—*The term “cov-*  
17 *ered foreign entity” means an entity—*

18                   (A) *included on the Consolidated Screening*  
19 *List or Entity List as designated by the Sec-*  
20 *retary of Commerce;*

21                   (B) *domiciled in the People’s Republic of*  
22 *China or the Russian Federation;*

23                   (C) *subject to influence or control by the*  
24 *government of the People’s Republic of China or*  
25 *by the Russian Federation; or*

1           (D) is a subsidiary or affiliate of an entity  
2           described in subparagraphs (A) through (C).

3           (2) *EDUCATIONAL INSTITUTION.*—The term  
4           “educational institution” means an institution of  
5           higher education (as defined in section 101 of the  
6           High Education Act of 1965 (20 U.S.C. 1001)) that  
7           participates in a program authorized under sections  
8           631 and 632 of the FAA Reauthorization Act of 2018  
9           (49 U.S.C. 40101 note).

10          (3) *ELIGIBLE SMALL UNMANNED AIRCRAFT SYS-*  
11          *TEM.*—The term “eligible small unmanned aircraft  
12          system” means a small unmanned aircraft system  
13          manufactured or assembled by a company that is  
14          domiciled in the United States and is not a covered  
15          foreign entity.

16          (4) *SMALL UNMANNED AIRCRAFT; UNMANNED*  
17          *AIRCRAFT SYSTEM.*—The terms “small unmanned air-  
18          craft” and “unmanned aircraft system” have the  
19          meanings given such terms in section 44801 of title  
20          49, United States Code.

21 **SEC. 622. DRONE WORKFORCE TRAINING PROGRAM STUDY.**

22          (a) *IN GENERAL.*—Not later than 1 year after the date  
23          of enactment of this Act, the Comptroller General of the  
24          United States shall initiate a study of the effectiveness of  
25          the Collegiate Training Initiative Program for Unmanned

1 *Aircraft Systems, established pursuant to section 632 of the*  
2 *FAA Reauthorization Act 2018 (49 U.S.C. 40101 note).*

3 (b) *REPORT.*—*Upon completion of the study under*  
4 *subsection (a), the Comptroller General shall submit to the*  
5 *Committee on Transportation and Infrastructure of the*  
6 *House of Representatives and the Committee on Commerce,*  
7 *Science, and Transportation of the Senate a report describ-*  
8 *ing—*

9 (1) *the findings of the study; and*

10 (2) *any recommendations to improve and ex-*  
11 *pand the Collegiate Training Initiative Program for*  
12 *Unmanned Aircraft Systems.*

13 **SEC. 623. UAS INTEGRATION OFFICE.**

14 *The Executive Director of the UAS Integration Office*  
15 *of the Federal Aviation Administration shall—*

16 (1) *support, and provide substantive rec-*  
17 *ommendations for, rulemaking proceedings, in coordi-*  
18 *nation with other relevant services and offices and the*  
19 *Assistant Administrator of Rulemaking and Regu-*  
20 *latory Improvement, regarding the integration of un-*  
21 *manned aircraft systems into the national airspace*  
22 *system;*

23 (2) *support, and make substantive recommenda-*  
24 *tions to inform, the review and adjudication of sub-*  
25 *missions under the processes established under section*



1       44807 of title 49, United States Code, as amended by  
2       section 605;

3           (3) support, and make substantive recommenda-  
4       tions to inform, the development, modification, and  
5       acceptance or approval of relevant consensus stand-  
6       ards, means of compliance, and declarations of com-  
7       pliance related to unmanned aircraft systems;

8           (4) ensure the timely consideration of airworthi-  
9       ness and operational determinations related to un-  
10      manned aircraft systems by relevant offices of the Ad-  
11      ministration;

12          (5) consult, advise, coordinate with, and make  
13      substantive recommendations to relevant lines of busi-  
14      ness and staff offices of the Administration to support  
15      the activities of the Administration and efficiently  
16      carry out the duties described in this section;

17          (6) hire full-time equivalent employees, as nec-  
18      essary, to build expertise within the UAS Integration  
19      Office to assess unmanned aviation technologies and  
20      related operational risk mitigation; and

21          (7) engage in any other activities determined  
22      necessary by the Executive Director or the Adminis-  
23      trator of the Federal Aviation Administration, to ful-  
24      fill the duties described in this section.

1 **SEC. 624. TERMINATION OF ADVANCED AVIATION ADVI-**  
2 **SORY COMMITTEE.**

3 *The Secretary of Transportation may not renew the*  
4 *charter of the Advanced Aviation Advisory Committee*  
5 *(chartered by the Secretary on June 10, 2022).*

6 **SEC. 625. UNMANNED AND AUTONOMOUS FLIGHT ADVI-**  
7 **SORY COMMITTEE.**

8 *(a) IN GENERAL.—Not later than 1 year after the ter-*  
9 *mination of the Advanced Aviation Advisory Committee*  
10 *pursuant to section 624, the Administrator of the Federal*  
11 *Aviation Administration shall establish an Unmanned and*  
12 *Autonomous Flight Advisory Committee (in this section re-*  
13 *ferred to as the “Advisory Committee”).*

14 *(b) DUTIES.—The Advisory Committee shall provide*  
15 *the Administrator advice on policy- and technical-level*  
16 *issues related to unmanned and autonomous aviation oper-*  
17 *ations and activities, including, at a minimum, the fol-*  
18 *lowing:*

19 *(1) The safe integration of unmanned aircraft*  
20 *systems and autonomous flight operations into the*  
21 *national airspace system, including feedback on—*

22 *(A) the certification and operational stand-*  
23 *ards of highly automated aircraft, unmanned*  
24 *aircraft, and associated elements of such aircraft;*

25 *(B) coordination of procedures for oper-*  
26 *ations in controlled airspace; and*

1                   (C) *communication protocols.*

2                   (2) *The use cases of unmanned aircraft systems,*  
3                   *including evaluating and assessing the potential bene-*  
4                   *fits of using unmanned aircraft systems.*

5                   (3) *The development of processes and methodolo-*  
6                   *gies to address safety concerns related to the operation*  
7                   *of unmanned aircraft systems, including risk assess-*  
8                   *ments and mitigation strategies.*

9                   (4) *Unmanned aircraft system training, edu-*  
10                   *cation, and workforce development programs, includ-*  
11                   *ing evaluating aeronautical knowledge gaps in the*  
12                   *unmanned aircraft system workforce, assessing the*  
13                   *workforce needs of unmanned aircraft system oper-*  
14                   *ations, and establishing a strong pipeline to ensure a*  
15                   *robust unmanned aircraft system workforce.*

16                   (5) *The analysis of unmanned aircraft system*  
17                   *data and trends.*

18                   (6) *Unmanned aircraft system infrastructure,*  
19                   *including the use of existing aviation infrastructure*  
20                   *and the development of necessary infrastructure.*

21                   (c) *MEMBERSHIP.—*

22                   (1) *IN GENERAL.—The Advisory Committee shall*  
23                   *be composed of not more than 12 members.*

1           (2) *REPRESENTATIVES.*—*The Advisory Com-*  
2           *mittee shall include at least 1 representative of each*  
3           *of the following:*

4                   (A) *Small unmanned aircraft system com-*  
5                   *mercial operators.*

6                   (B) *Small unmanned aircraft system man-*  
7                   *ufacturers.*

8                   (C) *Manufacturers of unmanned aircraft*  
9                   *weighing 55 pounds or more pursuing or holding*  
10                   *a certificate for design or production of such un-*  
11                   *manned aircraft.*

12                   (D) *Counter-unmanned aircraft system*  
13                   *manufacturers.*

14                   (E) *Federal Aviation Administration ap-*  
15                   *proved unmanned aircraft system service sup-*  
16                   *pliers.*

17                   (F) *Unmanned aircraft system test sites*  
18                   *under section 44803 of title 49, United States*  
19                   *Code.*

20                   (G) *An unmanned aircraft system physical*  
21                   *infrastructure network provider.*

22                   (H) *Community advocates.*

23                   (I) *Certified labor organizations rep-*  
24                   *resenting commercial airline pilots, air traffic*  
25                   *control specialists employed by the Administra-*



1 *quent chartered committees, to include a representative*  
2 *from the unmanned aircraft system industry and a rep-*  
3 *resentative from the powered-lift industry.*

4 (b) *QUALIFICATIONS.—The representatives required*  
5 *under subsection (a) shall have the following qualifications,*  
6 *as applicable:*

7 (1) *Demonstrated expertise in the design, manu-*  
8 *facture, and operation of unmanned aircraft systems.*

9 (2) *Demonstrated experience in the development*  
10 *or implementation of unmanned aircraft systems*  
11 *policies and procedures.*

12 (3) *Demonstrated commitment to advancing the*  
13 *safe integration of unmanned aircraft systems into*  
14 *the national airspace system.*

15 **SEC. 627. TEMPORARY FLIGHT RESTRICTION INTEGRITY.**

16 (a) *IN GENERAL.—Section 40103(b) of title 49, United*  
17 *States Code, is amended by adding at the end the following:*

18 “(5)(A) *In issuing a temporary flight restriction, the*  
19 *Administrator shall—*

20 “(i) *ensure there is a specific and articulable*  
21 *safety or security basis for the size, scope, and dura-*  
22 *tion of such restriction;*

23 “(ii) *immediately distribute a notice of the tem-*  
24 *porary flight restriction via the Notice to Air Mis-*  
25 *sions system; and*

1           “(iii) detail in the notice required under clause  
2       (ii)—

3           “(I) the safety basis for the restriction; and  
4           “(II) how a covered person may lawfully  
5       and expeditiously operate an aircraft within the  
6       restriction.

7       “(B) In this paragraph, the term ‘covered person’  
8       means—

9           “(i) a public safety agency;

10          “(ii) a first responder;

11          “(iii) an accredited news representative; or

12          “(iv) any other person as determined appro-  
13       priate by the Administrator.”.

14       **SEC. 628. INTERAGENCY COORDINATION.**

15       (a) *SENSE OF CONGRESS.*—*It is the sense of Congress*  
16       *that—*

17           (1) *the purpose of the joint Department of De-*  
18       *fense-Federal Aviation Administration executive com-*  
19       *mittee (referred to in this subsection as “Executive*  
20       *Committee”)* *on conflict and dispute resolution as de-*  
21       *scribed in Section 1036(b) of the Duncan Hunter Na-*  
22       *tional Defense Authorization Act for Fiscal Year 2009*  
23       *(Public Law 110–417) is to resolve disputes on the*  
24       *matters of policy and procedures between the Depart-*  
25       *ment of Defense and the Federal Aviation Adminis-*

1 *tration relating to airspace, aircraft certifications,*  
2 *aircrew training, and other issues, including the ac-*  
3 *cess of unmanned aerial systems of the Department of*  
4 *Defense to the national airspace system;*

5 *(2) by mutual agreement of Executive Committee*  
6 *leadership, operating with the best of intentions, the*  
7 *current scope of activities and membership of the Ex-*  
8 *ecutive Committee has exceeded the original intent of,*  
9 *and tasking to, the Executive Committee; and*

10 *(3) the expansion described in paragraph (2) has*  
11 *resulted in an imbalance in the oversight of certain*  
12 *Federal entities in matters concerning civil aviation*  
13 *safety and security.*

14 *(b) IN GENERAL.—*

15 *(1) CHARTER REVISION.—Not later than 180*  
16 *days after the date of enactment of this Act, the Ad-*  
17 *ministrator of the Federal Aviation Administration*  
18 *shall seek to revise the charter of the Executive Com-*  
19 *mittee to reflect the scope, objectives, membership, and*  
20 *activities described in such section 1036(b) in order*  
21 *to achieve the increasing, and ultimately routine, ac-*  
22 *cess of unmanned aircraft systems (as defined in sec-*  
23 *tion 44801 of title 49, United States Code) into the*  
24 *national airspace system.*



1           (2) *SUNSET.*—Not earlier than 2 years after the  
2           date of enactment of this Act, the Administrator shall  
3           seek to sunset Executive Committee activities by joint  
4           agreement of the Administrator and the Secretary of  
5           Defense.

6 **SEC. 629. REVIEW OF REGULATIONS TO ENABLE**  
7           **UNESCORTED UAS OPERATIONS.**

8           (a) *IN GENERAL.*—Not later than 2 years after the  
9           date of enactment of this Act, the Administrator of the Fed-  
10          eral Aviation Administration shall, in coordination with  
11          the Secretary of Defense, conduct a review of requirements  
12          necessary to permit an unmanned aircraft systems (exclud-  
13          ing small unmanned aircraft systems) operated by a Fed-  
14          eral agency or an armed service to be operated in the na-  
15          tional airspace system, including outside of restricted air-  
16          space, without being escorted by a manned aircraft.

17          (b) *REPORT.*—Not later than 2 years after the date  
18          of enactment of this Act, the Administrator shall submit  
19          to the Committee on Transportation and Infrastructure of  
20          the House of Representatives and the Committee on Com-  
21          merce, Science, and Transportation of the Senate a report  
22          on the results of the review, including findings and rec-  
23          ommendations on regulatory and statutory changes that  
24          can be made to enable the operations described under sub-  
25          section (a).

1       (c) *DEFINITIONS.*—*The definitions under section*  
2 *44801 of title 49, United States Code, shall apply to this*  
3 *section.*

4 **SEC. 630. UAS OPERATIONS OVER HIGH SEAS.**

5       (a) *IN GENERAL.*—*An unmanned aircraft system op-*  
6 *eration that begins and ends within the United States or*  
7 *the territorial waters of the United States, shall not be con-*  
8 *sidered international flight regardless of whether the un-*  
9 *manned aircraft system enters international airspace.*

10       (b) *DEFINITION OF UNMANNED AIRCRAFT SYSTEM.*—  
11 *In this section, the term “unmanned aircraft system” has*  
12 *the meaning given such term in section 44801 of title 49,*  
13 *United States Code.*

14 **SEC. 631. BEYOND BEYOND.**

15       (a) *FAA BEYOND PROGRAM EXTENSION.*—*The Ad-*  
16 *ministrator of the Federal Aviation Administration shall*  
17 *extend the BEYOND program of the Administration as in*  
18 *effect on the day before the date of enactment of this Act*  
19 *(referred to in this section as the “Program”) and the exist-*  
20 *ing agreements with State, local, and Tribal governments*  
21 *entered into under the Program until such date, as specified*  
22 *in subsection (b).*

23       (b) *FAA BEYOND PROGRAM EXPANSION.*—

24               (1) *IN GENERAL.*—*Not later than 2 years after*  
25 *the date of enactment of this Act, the Administrator*

1       *shall expand the Program to additional locations and*  
2       *test the use of new and emerging aviation concepts*  
3       *and technologies, including concepts and technologies*  
4       *unrelated to unmanned aircraft systems, to evaluate*  
5       *and inform Administration policies, rulemaking, and*  
6       *guidance related to the safe integration of such con-*  
7       *cepts and technologies into the national airspace sys-*  
8       *tem.*

9               (2) *SCOPE.—In expanding the Program under*  
10       *this subsection, the Administrator shall address addi-*  
11       *tional factors, including—*

12                       (A) *increasing automation in civil aircraft,*  
13                       *including unmanned aircraft systems and new*  
14                       *or emerging aviation technologies;*

15                       (B) *operations of such systems and tech-*  
16                       *nologies, including beyond visual line of sight;*  
17                       *and*

18                       (C) *the social and economic impacts of such*  
19                       *operations.*

20               (3) *CONTINUATION.—The Administrator shall*  
21       *carry out the expanded Program required under this*  
22       *subsection until such time that the Administrator de-*  
23       *termines the Program is no longer necessary or useful.*

1 **SEC. 632. UAS INTEGRATION STRATEGY.**

2 (a) *IN GENERAL.*—*The Administrator of the Federal*  
3 *Aviation Administration shall implement the recommenda-*  
4 *tions made by—*

5 (1) *the Comptroller General of the United States*  
6 *to the Secretary of Transportation contained in the*  
7 *report titled “Drones: FAA Should Improve Its Ap-*  
8 *proach to Integrating Drones into the National Air-*  
9 *space System” issued in January 2023 (GAO–23–*  
10 *105189); and*

11 (2) *the inspector general of the Department of*  
12 *Transportation to the Administrator contained in the*  
13 *audit report titled “FAA Made Progress Through Its*  
14 *UAS Integration Pilot Program, but FAA and Indus-*  
15 *try Challenges Remain To Achieve Full UAS Integra-*  
16 *tion” issued in April 2022 (Project ID: AV2022027).*

17 (b) *BRIEFING.*—*Not later than 12 months after the*  
18 *date of enactment of this Act, the Administrator shall pro-*  
19 *vide a briefing to the Committee on Transportation and*  
20 *Infrastructure of the House of Representatives and the Com-*  
21 *mittee on Commerce, Science, and Transportation of the*  
22 *Senate annually on the status of the activities described in*  
23 *subsection (a).*

1 **SEC. 633. AUTHORIZATION OF APPROPRIATIONS FOR KNOW**  
2 **BEFORE YOU FLY CAMPAIGN.**

3 *There is authorized to be appropriated to the Adminis-*  
4 *trator \$1,000,000 for each of fiscal years 2024 through*  
5 *2028, out of funds made available under section 106(k) of*  
6 *title 49, United States Code, for the Know Before You Fly*  
7 *educational campaign or similar public informational ef-*  
8 *forts intended to broaden unmanned aircraft systems safety*  
9 *awareness.*

10 **SEC. 634. PUBLIC AIRCRAFT DEFINITION.**

11 *Section 40125(a)(2) of title 49, United States Code,*  
12 *is amended—*

13 *(1) by striking the first instance of “or”; and*

14 *(2) by inserting “(including data collection on*  
15 *civil aviation systems undergoing research, develop-*  
16 *ment, test, or evaluation at a test range (as such term*  
17 *is defined in section 44801)), infrastructure inspec-*  
18 *tions, or any other activity undertaken by a govern-*  
19 *mental entity that the Administrator determines is*  
20 *inherently governmental” after “biological or geologi-*  
21 *cal resource management”.*

22 ***Subtitle B—Advanced Air Mobility***

23 **SEC. 651. DEFINITION.**

24 *In this subtitle, the term “powered-lift aircraft” has*  
25 *the meaning given the term “powered-lift” in section 1.1*  
26 *of title 14, Code of Federal Regulations.*

1 **SEC. 652. POWERED-LIFT AIRCRAFT RULEMAKINGS.**

2 (a) *FINAL RULEMAKING.*—Not later than 13 months  
3 after the date of enactment of this Act, the Administrator  
4 of the Federal Aviation Administration shall publish a final  
5 rule for a special Federal aviation regulation establishing  
6 procedures for certifying powered-lift pilots and providing  
7 operational rules for powered-lift aircraft.

8 (b) *FUTURE RULEMAKING.*—Not later than 5 years  
9 after the date of enactment of this Act, the Administrator  
10 shall initiate a rulemaking activity providing for a perma-  
11 nent pathway for the—

12 (1) *performance-based certification of powered-*  
13 *lift aircraft;*

14 (2) *certification of powered-lift airmen; and*

15 (3) *operation of powered-lift aircraft in commer-*  
16 *cial service and air transportation.*

17 (c) *RULEMAKING CONSIDERATIONS.*—

18 (1) *CONTENTS OF RULEMAKINGS.*—In the devel-  
19 opment of the rulemakings required under subsections  
20 (a) and (b), the Administrator shall—

21 (A) *provide for any aircraft type certifi-*  
22 *cated by the Administrator—*

23 (i) *a practical pathway for pilot quali-*  
24 *fication and operations; and*

25 (ii) *performance-based requirements for*  
26 *energy reserves and other range- and endur-*

1           *ance-related requirements that reflect the ca-*  
2           *pabilities and intended operations of the*  
3           *aircraft;*

4           *(B) provide for a combination of pilot*  
5           *training requirements, including simulators, to*  
6           *ensure the safe operation of powered-lift aircraft;*

7           *(C) grant an individual with an existing*  
8           *commercial airplane (single- or multi-engine) or*  
9           *helicopter pilot certificate the authority to serve*  
10          *as pilot-in-command of a powered-lift aircraft in*  
11          *commercial operation following the completion of*  
12          *a Federal Aviation Administration-approved*  
13          *pilot type rating for such type of aircraft;*

14          *(D) to the maximum extent practicable,*  
15          *align powered-lift pilot qualifications with sec-*  
16          *tion 2.1.1.4 of the International Civil Aviation*  
17          *Organization's Annex 1; and*

18          *(E) consider the adoption of the rec-*  
19          *ommendations contained in document 10103 of*  
20          *the International Civil Aviation Organization*  
21          *for powered-lift operations, as appropriate.*

22          (2)       *CONSIDERATIONS       FOR       FUTURE*  
23          *RULEMAKINGS.—In the development of the*  
24          *rulemakings required under subsection (b), the Ad-*  
25          *ministrator shall—*

1           (A) consider and plan for unmanned and  
2 remotely piloted powered-lift aircraft systems,  
3 and the associated elements of such aircraft,  
4 through the promulgation of performance-based  
5 regulations;

6           (B) consider and plan for alternative fuel  
7 types and propulsion methods, including review-  
8 ing the performance-based nature of parts 33  
9 and 35 of title 14, Code of Federal Regulations;  
10 and

11           (C) work to harmonize the certification and  
12 operational requirements of the Federal Aviation  
13 Administration with the certification and oper-  
14 ational requirements of civil aviation authorities  
15 with bilateral safety agreements in place with  
16 the United States, to the extent harmonization  
17 does not negatively impact domestic manufactur-  
18 ers and operators.

19           (d) *INTERIM APPLICATION OF RULES AND PRIVILEGES*  
20 *IN LIEU OF RULEMAKING.*—Beginning 21 months after the  
21 date of enactment of this Act, if a final rule has not been  
22 published pursuant to subsection (a)—

23           (1) rules in effect on such date that apply to the  
24 operation and the operator of rotorcraft or fixed-wing



1        *aircraft under subchapters F, G, H, and I of chapter*  
2        *1 of title 14, Code of Federal Regulations, shall be—*

3                *(A) deemed to apply to—*

4                        *(i) the operation of a powered-lift air-*  
5                        *craft in the national airspace system; and*

6                        *(ii) the operator of such a powered-lift*  
7                        *aircraft; and*

8                *(B) applicable as determined by the oper-*  
9                *ator of an airworthy powered-lift aircraft in*  
10                *consultation with the Administrator and con-*  
11                *sistent with sections 91.3 and 91.13 of title 14,*  
12                *Code of Federal Regulations; and*

13                *(2) upon the completion of a type rating for a*  
14                *specific powered-lift aircraft, airmen that hold a pilot*  
15                *or instructor certification with airplane category rat-*  
16                *ings in any class or rotorcraft category ratings in the*  
17                *helicopter class shall be deemed to have privileges of*  
18                *a powered-lift rating for that aircraft.*

19                *(e) TERMINATION OF INTERIM RULES AND PRIVI-*  
20                *LEGES.—Subsection (d) shall cease to have effect 1 month*  
21                *after the effective date of a final rule issued pursuant to*  
22                *subsection (a).*

23        **SEC. 653. POWERED-LIFT AIRCRAFT ENTRY INTO SERVICE.**

24                *(a) IN GENERAL.—The Administrator of the Federal*  
25                *Aviation Administration shall, in consultation with exclu-*

1 *sive bargaining representatives of air traffic controllers cer-*  
2 *tified under section 7111 of title 5, United States Code, take*  
3 *such actions as may be necessary to safely integrate pow-*  
4 *ered-lift aircraft into the national airspace system, includ-*  
5 *ing in controlled airspace, and learn from any efforts to*  
6 *adopt and update related policy and guidance.*

7       **(b) AIR TRAFFIC POLICIES FOR ENTRY INTO SERV-**  
8 *ICE.—Not later than 24 months after the date of enactment*  
9 *of this Act, the Administrator shall update air traffic orders*  
10 *and policies, to the extent necessary, and address air traffic*  
11 *control system challenges in order to allow for—*

12           (1) *the use of existing air traffic procedures,*  
13 *where safe, by powered-lift aircraft; and*

14           (2) *the approval of letters of agreement between*  
15 *air traffic control system facilities and powered-lift*  
16 *operators and infrastructure operators to minimize*  
17 *the amount of active coordination required for safe re-*  
18 *curring powered-lift aircraft operations.*

19       **(c) LONG-TERM AIR TRAFFIC POLICIES.—Based on the**  
20 *implementation of subsection (b), the Administrator shall—*

21           (1) *continue to update air traffic orders and*  
22 *policies;*

23           (2) *to the extent necessary, develop powered-lift*  
24 *specific procedures for airports, heliports, and*  
25 *vertiports;*

1           (3) *evaluate the human factors impacts on con-*  
2 *trollers associated with managing powered-lift air-*  
3 *craft operations, consider the impact of additional op-*  
4 *erations on air traffic controller staffing, and make*  
5 *necessary changes to staffing, procedures, regulations,*  
6 *and orders; and*

7           (4) *consider the use of third-party service pro-*  
8 *viders to manage increased operations in controlled*  
9 *airspace to support and supplement the work of air*  
10 *traffic controllers.*

11 **SEC. 654. SENSE OF CONGRESS ON PREPARATION FOR**  
12 **ENTRY INTO SERVICE OF POWERED-LIFT AIR-**  
13 **CRAFT.**

14       *It is the sense of Congress that the Administrator of*  
15 *the Federal Aviation Administration should work with*  
16 *manufacturers, prospective operators of powered-lift air-*  
17 *craft, and other stakeholders, to enable the safe entry of such*  
18 *aircraft into commercial service following the publication*  
19 *of the final special Federal Aviation Administration rule-*  
20 *making titled “Integration of Powered-Lift: Pilot Certifi-*  
21 *cation and Operations; Miscellaneous Amendments Related*  
22 *to Rotorcraft and Airplanes”, including by reviewing and*  
23 *providing feedback to such manufacturers and operators on*  
24 *draft pilot training, operations, and maintenance manuals*  
25 *after the publication of the draft special Federal Aviation*

1 *Administration rulemaking and prior to the publication of*  
2 *a final rule, as appropriate.*

3 **SEC. 655. INFRASTRUCTURE SUPPORTING VERTICAL**  
4 **FLIGHT.**

5 *(a) UPDATES TO REGULATIONS FOR CONSISTENCY.—*  
6 *The Administrator of the Federal Aviation Administration*  
7 *shall update part 1 and part 157 of title 14, Code of Federal*  
8 *Regulations, and other regulations as necessary to imple-*  
9 *ment the amendments made by section 401.*

10 *(b) UPDATE TO HELIPORT DESIGN STANDARDS.—The*  
11 *Administrator shall update the version of Advisory Circular*  
12 *150/5390–2, titled “Helicopter Design” in effect on the date*  
13 *of enactment of this Act, to—*

14 *(1) increase the inclusion of performance-based*  
15 *guidance, including around aircraft fuel type and*  
16 *propulsion method;*

17 *(2) update guidance to consider risk mitigations*  
18 *and hazards associated with different aircraft fuel*  
19 *types and propulsion methods;*

20 *(3) affirm the general permissibility of any*  
21 *vertical takeoff and landing capable aircraft to use*  
22 *heliports that can safely accommodate the physical*  
23 *and operating characteristics of such aircraft; and*

24 *(4) include vertiport as a subclass of heliport.*

1       (c) *ENGINEERING BRIEF ON VERTIPOINT DESIGN.*—  
2 *The Administrator may update the version of Engineering*  
3 *Brief 105, titled “Vertiport Design” in effect on the date*  
4 *of enactment of this Act, prior to issuing an update to Advi-*  
5 *sory Circular 150/5390–2, as required under subsection (b).*

6       (d) *ENGINEERING BRIEF SUNSET.*—*The Adminis-*  
7 *trator shall revoke Engineering Brief 105, titled “Vertiport*  
8 *Design”, on the earlier of—*

9           (1) *the date on which Advisory Circular 150/*  
10 *5390–2 is updated under subsection (b); or*

11           (2) *5 years after the date of enactment of this*  
12 *Act.*

13       (e) *GUIDANCE, FORMS, AND PLANNING.*—*The Admin-*  
14 *istrator shall—*

15           (1) *ensure airport district offices of the Adminis-*  
16 *tration have sufficient guidance and policy direction*  
17 *regarding the Administration’s heliport and vertiport*  
18 *design guidance not later than 18 months after the*  
19 *date of enactment of this Act and update such guid-*  
20 *ance routinely;*

21           (2) *determine if updates to Administration Form*  
22 *7460 and Form 7480 are necessary and take such ac-*  
23 *tions, as appropriate; and*

24           (3) *ensure that the methodology and underlying*  
25 *data sources of the Administration’s Terminal Area*

1        *Forecast include commercial operations conducted by*  
2        *aircraft regardless of propulsion type or fuel type.*

3        **SEC. 656. CHARTING OF AVIATION INFRASTRUCTURE.**

4        (a) *IN GENERAL.*—*The Administrator of the Federal*  
5        *Aviation Administration shall increase efforts to update*  
6        *and keep current the Airport Master Record of the Adminis-*  
7        *tration, including by establishing a streamlined process by*  
8        *which the owners and operators of public and private avia-*  
9        *tion facilities with nontemporary, nonintermittent oper-*  
10       *ations are encouraged to keep the information on such fa-*  
11       *cilities current.*

12       (b) *BRIEFING.*—*The Administrator shall brief the*  
13       *Committee on Transportation and Infrastructure of the*  
14       *House of Representatives and the Committee on Commerce,*  
15       *Science, and Transportation of the Senate on the plans of*  
16       *the Administrator to update and keep current the Airport*  
17       *Master Record for private and public airports, heliports,*  
18       *and vertiports.*

19       **SEC. 657. ADVANCED AIR MOBILITY WORKING GROUP.**

20       *Section 2 of the Advanced Air Mobility Coordination*  
21       *and Leadership Act (49 U.S.C. 40101 note) is amended—*

22                (1) *in subsection (b) by striking “, particularly*  
23                *passenger-carrying aircraft,”;*

24                (2) *in subsection (d)(1) by striking subpara-*  
25                *graph (D) and inserting the following:*

1           “(D) operators of airports, heliports, and  
2           vertiports, and fixed-base operators;”;

3           (3) in subsection (e)—

4           (A) in the matter preceding paragraph (1)  
5           by striking “1 year” and inserting “18 months”;

6           (B) in paragraph (3) by inserting “or that  
7           may impede maturation” after “AAM industry”;

8           (C) in paragraph (7) by striking “and” at  
9           the end;

10          (D) in paragraph (8) by striking the period  
11          at the end and inserting “; and”; and

12          (E) by adding at the end the following:

13          “(9) processes and programs that can be lever-  
14          aged to improve the efficiency of Federal reviews re-  
15          quired for infrastructure development, including for  
16          electrical capacity projects.”;

17          (4) in subsection (f)(1) by striking “necessary to  
18          support the evolution of early” and inserting the fol-  
19          lowing: “that would allow for—

20                 “(A) the timely entry into service of AAM  
21                 after aircraft and operator certification; and

22                 “(B) the evolution of early”;

23          (5) in subsection (g)—

1           (A) *in the matter preceding paragraph (1)*  
2 *by striking “working group” and inserting “Sec-*  
3 *retary of Transportation”;*

4           (B) *in paragraph (1) by striking “and” at*  
5 *the end;*

6           (C) *by redesignating paragraph (2) as*  
7 *paragraph (3); and*

8           (D) *by inserting after paragraph (1) the fol-*  
9 *lowing:*

10           “(2) *summarizing any dissenting views and*  
11 *opinions of a participant of the working group de-*  
12 *scribed in subsection (c)(3); and”;*

13           (6) *in subsection (i)—*

14           (A) *in paragraph (1) by striking “that*  
15 *transports people and property by air between*  
16 *two points in the United States using aircraft*  
17 *with advanced technologies, including electric*  
18 *aircraft or electric vertical take-off and landing*  
19 *aircraft,” and inserting “comprised of urban air*  
20 *mobility and regional air mobility using*  
21 *manned or unmanned aircraft”;*

22           (B) *by redesignating paragraph (5) as*  
23 *paragraph (7);*

24           (C) *by redesignating paragraph (6) as*  
25 *paragraph (9);*



1                   (D) by inserting after paragraph (4) the fol-  
2                   lowing:

3                   “(5) *POWERED-LIFT AIRCRAFT.*—The term ‘pow-  
4                   ered-lift aircraft’ has the meaning given the term  
5                   ‘powered-lift’ in section 1.1 of title 14, Code of Fed-  
6                   eral Regulations.

7                   “(6) *REGIONAL AIR MOBILITY.*—The term ‘re-  
8                   gional air mobility’ means the movement of people or  
9                   property by air between 2 points using an airworthy  
10                  aircraft that—

11                  “(A) has advanced technologies, such as dis-  
12                  tributed propulsion, vertical take-off and land-  
13                  ing, powered-lift, non-traditional power systems,  
14                  or autonomous technologies;

15                  “(B) has a maximum takeoff weight of  
16                  greater than 1,320 pounds; and

17                  “(C) is not urban air mobility.”;

18                  (E) by inserting after paragraph (7), as so  
19                  redesignated, the following:

20                  “(8) *URBAN AIR MOBILITY.*—The term ‘urban  
21                  air mobility’ means the movement of people or prop-  
22                  erty by air between 2 intracity or intercity points  
23                  using an airworthy aircraft that—

24                  “(A) advanced technologies, such as distrib-  
25                  uted propulsion, vertical take-off and landing,

1           *powered-lift, nontraditional power systems, or*  
2           *autonomous technologies; and*

3                         “(B) *a maximum takeoff weight of greater*  
4                         *than 1,320 pounds.*”; and

5                         (F) *by adding at the end the following:*

6                         “(10) *VERTIPORT.—The term ‘vertiport’ has the*  
7                         *meaning given such term in section 47102 of title 49,*  
8                         *United States Code.*”;

9                         (7) *by redesignating subsection (i) as subsection*  
10                         *(j); and*

11                         (8) *by inserting after subsection (h) the fol-*  
12                         *lowing:*

13                         “(i) *CONSIDERATIONS FOR TERMINATION OF WORKING*  
14                         *GROUP.—In deciding whether to terminate the working*  
15                         *group under subsection (h), the Secretary and the Adminis-*  
16                         *trator of the Federal Aviation Administration shall con-*  
17                         *sider other interagency coordination activities associated*  
18                         *with AAM, or other new or novel users of the national air-*  
19                         *space system, that could benefit from continued wider inter-*  
20                         *agency coordination.*”.

21         **SEC. 658. ADVANCED AIR MOBILITY INFRASTRUCTURE**  
22                         **PILOT PROGRAM EXTENSION.**

23                         *Section 101 of division Q of the Consolidated Appro-*  
24                         *priations Act, 2023 (49 U.S.C. 40101 note) is amended—*

25                         (1) *in subsection (b)—*

1 (A) in paragraph (2)—

2 (i) in subparagraph (A) by inserting “,  
3 as well as the use of existing airport and  
4 heliport infrastructure that may require  
5 modifications to safely accommodate AAM  
6 operations,” after “vertiport infrastruc-  
7 ture”; and

8 (ii) in subparagraph (B)—

9 (I) in clause (iii) by striking  
10 “vertiport” and inserting “locations  
11 for”;

12 (II) in clause (iv) by inserting  
13 “and guidance” after “any standards”;

14 (III) in clause (v) by striking  
15 “vertiport infrastructure” and insert-  
16 ing “urban air mobility and regional  
17 air mobility operations”; and

18 (IV) in clause (x) by inserting “or  
19 the modification of existing aviation  
20 infrastructure” after “operation of a  
21 vertiport”; and

22 (B) in paragraph (6)(B)—

23 (i) in clause (i) by striking “and” at  
24 the end;

1           (ii) in clause (ii) by striking the pe-  
2           riod at the end and inserting “; and”;

3           (iii) by adding at the end the fol-  
4           lowing:

5           “(iii) a description of—

6           “(I) initial community engage-  
7           ment efforts and responses from the  
8           public on the planning and develop-  
9           ment efforts of eligible entities related  
10          to urban air mobility and regional air  
11          mobility operations;

12          “(II) how eligible entities are  
13          planning for and encouraging early  
14          adoption of urban air mobility and re-  
15          gional air mobility operations;

16          “(III) what role each level of gov-  
17          ernment plays in the process; and

18          “(IV) whether such entities rec-  
19          ommend specific regulatory or guid-  
20          ance actions be taken by the Secretary  
21          of Transportation or other Federal  
22          agencies in order to support such early  
23          adoption.”;

24          (2) in subsection (c)(1)—

1           (A) by striking “years 2023 and 2024” and  
2           inserting “years 2023 through 2026”; and

3           (B) by inserting before the period “out of  
4           funds made available under section 106(k) of  
5           title 49, United States Code”;

6           (3) in subsection (d) by striking “2024” and in-  
7           serting “2026” each place it appears; and

8           (4) in subsection (e)—

9           (A) by striking paragraph (1) and inserting  
10          the following:

11          “(1) *ADVANCED AIR MOBILITY; AAM; REGIONAL*  
12          *AIR MOBILITY; URBAN AIR MOBILITY; VERTIPOINT.—*  
13          *The terms ‘advanced air mobility’, ‘AAM’, ‘regional*  
14          *air mobility’, ‘urban air mobility’, and ‘vertiport’*  
15          *have the meaning given such terms in section 2(j) of*  
16          *the Advanced Air Mobility Coordination and Leader-*  
17          *ship Act (49 U.S.C. 40101 note).”;*

18          (B) by striking paragraphs (9) and (10).

### 19           ***Subtitle C—Other Provisions***

#### 20           ***SEC. 681. REPORT ON NATIONAL SPACEPORTS POLICY.***

21           Section 580(c)(3) of the *FAA Reauthorization Act of*  
22           2018 (Public Law 115–254) is amended by striking “2024”  
23           and inserting “2028”.

1 **SEC. 682. INTERMODAL TRANSPORTATION INFRASTRUC-**  
2 **TURE IMPROVEMENT PILOT PROGRAM.**

3 (a) *IN GENERAL.*—*The Secretary shall establish a*  
4 *pilot program to issue grants to operators of launch and*  
5 *reentry sites for projects to construct, repair, maintain, or*  
6 *improve transportation infrastructure and facilities at such*  
7 *sites.*

8 (b) *PILOT PROGRAM QUALIFICATIONS.*—*The Secretary*  
9 *may enter into agreements under this section to issue a*  
10 *grant to an operator only if the operator—*

11 (1) *has submitted an application to the Sec-*  
12 *retary in such form, at such time, and containing*  
13 *such information as prescribed by the Secretary;*

14 (2) *demonstrates to the Secretary's satisfaction*  
15 *that the project for which the application has been*  
16 *submitted is for an eligible purpose under subsection*  
17 *(c); and*

18 (3) *agrees to maintain such records relating to*  
19 *the grant as the Secretary may require and to make*  
20 *such records available to the Secretary or the Comp-*  
21 *troller General of the United States upon request.*

22 (c) *PERMITTED USE OF PILOT PROGRAM GRANTS.*—  
23 *An operator may use a grant provided under this subsection*  
24 *for a project to construct, repair, maintain, or improve in-*  
25 *frastructure and facilities that—*

1           (1) *are located at, or adjacent to, a launch or re-*  
2 *entry site; and*

3           (2) *directly enable or support transportation*  
4 *safety or covered transportation activities.*

5           (d) *PILOT PROGRAM GRANTS.*—

6           (1) *GRANT FORMULA.*—*At the beginning of each*  
7 *fiscal year after fiscal year 2024, the Secretary shall*  
8 *issue a grant to an operator that qualifies for the*  
9 *pilot program under subsection (b) an amount equal*  
10 *to the sum of—*

11           (A) *\$250,000 for each licensed launch or re-*  
12 *entry operation conducted from the applicable*  
13 *launch or reentry site or at any adjacent Federal*  
14 *launch range in the previous fiscal year; and*

15           (B) *\$100,000 for each launch or reentry op-*  
16 *eration conducted under a permit from the ap-*  
17 *plicable launch or reentry site or at any adjacent*  
18 *Federal launch range in the previous fiscal year.*

19           (2) *MAXIMUM GRANT.*—*Except as provided in*  
20 *subsection (e)(5), a grant issued to an operator under*  
21 *this subsection shall not exceed \$2,500,000 for a fiscal*  
22 *year.*

23           (3) *ADJACENCY.*—

24           (A) *IN GENERAL.*—*In issuing a grant to an*  
25 *operator under paragraph (1), the Secretary*

1           *shall determine whether a launch or reentry site*  
2           *is adjacent to a Federal launch range.*

3           *(B) LIMITATION.—Only 1 operator may re-*  
4           *ceive an amount under paragraph (1) for each*  
5           *licensed or permitted launch or reentry operation*  
6           *described in such subparagraph.*

7           *(C) MULTIPLE LAUNCH OR REENTRY SITES*  
8           *OPERATED BY 1 OPERATOR.—If an operator*  
9           *holds a license to operate more than 1 launch*  
10          *site or more than 1 reentry site that are adjacent*  
11          *to a Federal launch range, the Secretary shall*  
12          *consider such launch or reentry sites as 1 launch*  
13          *or reentry site for purposes of subparagraph (A).*

14          *(e) SUPPLEMENTAL GRANTS IN SUPPORT OF STATE,*  
15          *LOCAL, OR PRIVATE MATCHING.—*

16           *(1) IN GENERAL.—The Secretary may issue a*  
17           *supplemental grant to an operator, subject to the re-*  
18           *quirements of this paragraph.*

19           *(2) DOLLAR-FOR-DOLLAR MATCHING.—If a*  
20           *qualified entity provides an operator an amount*  
21           *equal to or greater than the amount of a grant pro-*  
22           *vided in a fiscal year under subsection (d) (for the ex-*  
23           *PLICIT purpose of matching such grant), the Secretary*  
24           *may issue a supplemental grant to the operator that*



1        *is equal to 25 percent of such grant in the following*  
2        *fiscal year.*

3            (3) *ADDITIONAL NON-FEDERAL MATCHING.—If a*  
4        *qualified entity provides an operator an amount*  
5        *equal to or greater than two times the amount of a*  
6        *grant provided in a fiscal year to the operator under*  
7        *subsection (d) (for the explicit purpose of matching*  
8        *such grant), the Secretary may issue a supplemental*  
9        *grant to the operator that is equal to 50 percent of*  
10       *such grant in the following fiscal year.*

11           (4) *SUPPLEMENTAL GRANT LIMITATIONS.—*

12            (A) *MATCH TIMING.—The Secretary may*  
13        *issue a supplemental grant under paragraph (2)*  
14        *or (3) only if an amount provided by a qualified*  
15        *entity is provided to the operator in the same*  
16        *fiscal year as the grant issued under subsection*  
17        *(d).*

18            (B) *NON-DUPLICATION OF MATCHING*  
19        *GRANTS.—If the Secretary issues a supplemental*  
20        *grant to the operator of a launch site under*  
21        *paragraph (3), the Secretary may not issue a*  
22        *supplemental grant under paragraph (2) to the*  
23        *same operator in the same fiscal year.*

24            (5) *NON-APPLICATION OF GRANT CEILING.—The*  
25        *limitation on a grant amount under subsection (d)(2)*

1 shall not apply to supplemental grants issued under  
2 this subsection.

3 (f) FUNDING.—

4 (1) PILOT PROGRAM GRANT FUNDS.—The grants  
5 issued under this section shall be issued from funds  
6 made available out of amounts available under sec-  
7 tion 106(k) of title 49, United States Code.

8 (2) MAXIMUM ANNUAL LIMIT ON PILOT PRO-  
9 GRAM.—

10 (A) IN GENERAL.—The total amount of all  
11 grants issued under this section shall not exceed  
12 \$20,000,000 in any fiscal year.

13 (B) GRANT REDUCTION.—In complying  
14 with subparagraph (A), the Secretary—

15 (i) may proportionally reduce the  
16 amount of, or decline to issue, a supple-  
17 mental grant under subsection (e); and

18 (ii) if the reduction under clause (i) is  
19 insufficient, shall proportionally reduce  
20 grants issued under subsection (d).

21 (g) DEFINITIONS.—In this section:

22 (1) COVERED TRANSPORTATION ACTIVITY.—The  
23 term “covered transportation activity” means the  
24 movement of people or property to, from, or within a  
25 launch site and the necessary or incidental activities

1       *associated with such movement, including through the*  
2       *use of—*

3               *(A) a vehicle;*

4               *(B) a vessel;*

5               *(C) a railroad (as defined in section 20102*  
6       *of title 49, United States Code);*

7               *(D) an aircraft (as defined in section 40102*  
8       *of title 49, United States Code);*

9               *(E) a pipeline facility (as defined in section*  
10       *60101 of title 49, United States Code); or*

11               *(F) a launch vehicle or reentry vehicle.*

12               (2) *LAUNCH; LAUNCH SITE; LAUNCH VEHICLE;*  
13       *REENTRY SITE; REENTRY VEHICLE.—The terms*  
14       *“launch”, “launch site”, “launch vehicle”, “reentry*  
15       *site”, and “reentry vehicle” have the meanings given*  
16       *those terms in section 50902 of title 51, United States*  
17       *Code.*

18               (3) *OPERATOR.—The term “operator” means a*  
19       *person licensed by the Secretary to operate a launch*  
20       *or reentry site.*

21               (4) *QUALIFIED ENTITY.—The term “qualified en-*  
22       *tity” means a State, local, territorial, or Tribal gov-*  
23       *ernment or private sector entity, or any combination*  
24       *thereof.*

1        *(h) PILOT PROGRAM SUNSET.—This section shall cease*  
2 *to be effective on October 1, 2028.*

3 **SEC. 683. AIRSPACE ACCESS FOR HIGH-SPEED AIRCRAFT.**

4        *(a) HIGH-SPEED AIRCRAFT TESTING.—Not later than*  
5 *2 years after the date of enactment of this Act, the Adminis-*  
6 *trator of the Federal Aviation Administration, in coordina-*  
7 *tion with any other Federal agency the Administrator de-*  
8 *termines appropriate, shall ensure that there is a process*  
9 *in which manufacturers and operators of high-speed air-*  
10 *craft can engage in flight testing of such high-speed aircraft,*  
11 *which may include the establishment of high speed testing*  
12 *corridors in the national airspace system.*

13        *(b) STUDY ON HIGH-SPEED AIRCRAFT OPERATIONS.—*

14            *(1) IN GENERAL.—The Administrator of the Fed-*  
15 *eral Aviation Administration shall, after consultation*  
16 *with aircraft manufacturers, institutions of higher*  
17 *learning, the Administrator of the National Aero-*  
18 *navics and Space Administration, the Secretary of*  
19 *Defense, and any other agencies the Administrator de-*  
20 *termines appropriate, conduct a study to assess ac-*  
21 *tions necessary to facilitate the safe operation and in-*  
22 *tegration of high-speed aircraft into the national air-*  
23 *space system.*

24            *(2) CONTENTS.—In carrying out the study under*  
25 *paragraph (1), the Administrator shall—*

1           (A) assess various altitudes and operating  
2           conditions of high-speed aircraft in Class E air-  
3           space above the upper boundary of Class A air-  
4           space and the resulting aircraft noise levels at  
5           the surface;

6           (B) include the development of a framework  
7           and timeline to establish the appropriate regu-  
8           latory requirements to conducting high-speed  
9           aircraft flights;

10          (C) identify the data required to develop  
11          certification, flight standards, and air traffic re-  
12          quirements for the deployment and integration of  
13          high-speed aircraft;

14          (D) assess cross-agency equities related to  
15          high-speed aircraft technologies and flight; and

16          (E) survey global high-speed aircraft-related  
17          regulatory and testing developments or activities.

18          (3) *RECOMMENDATIONS.*—As part of the study  
19          under paragraph (1), the Administrator shall issue  
20          recommendations to update, if feasible, regulations for  
21          certification, flight standards and air traffic manage-  
22          ment.

23          (c) *REPORT.*—Not later than 2 years after the date of  
24          enactment of this Act, the Administrator shall submit to  
25          the Committee on Transportation and Infrastructure of the

1 *House of Representatives and the Committee on Commerce,*  
2 *Science, and Transportation of the Senate a report on the*  
3 *results of the study conducted under subsection (a), includ-*  
4 *ing the recommendations under subsection (b)(3), to facili-*  
5 *tate the safe operation and integration of high-speed air-*  
6 *craft in the national airspace system.*

7 *(d) STUDY AND RULEMAKING ON HIGH ALTITUDE*  
8 *CLASS E AIRSPACE FLIGHT OPERATIONS.—*

9 *(1) CONSULTATION.—Not later than 12 months*  
10 *after the date of enactment of this Act, the Adminis-*  
11 *trator, in consultation with the Administrator of the*  
12 *National Aeronautics and Space Administration and*  
13 *relevant stakeholders, including industry and aca-*  
14 *demia, shall identify the minimum altitude above the*  
15 *upper boundary of Class A airspace at or above which*  
16 *flights operating with speeds above Mach 1 generate*  
17 *sonic booms that are inaudible at the surface under*  
18 *prevailing atmospheric conditions.*

19 *(2) RULEMAKING.—Not later than 2 years after*  
20 *the date on which the Administrator identifies the*  
21 *minimum altitude described in paragraph (1), the*  
22 *Administrator shall publish in the Federal Register a*  
23 *notice of proposed rulemaking to amend sections*  
24 *91.817 and 91.818 of title 14, Code of Federal Regula-*  
25 *tions, and such other regulations as appropriate, to*

1        *permit flight operations with speeds above Mach 1 at*  
2        *or above the minimum altitude identified under para-*  
3        *graph (1) without specific authorizations, provided*  
4        *that such flight operations—*

5                *(A) show compliance with airworthiness re-*  
6                *quirements;*

7                *(B) do not cause a measurable sonic boom*  
8                *over pressure to reach the surface; and*

9                *(C) have ordinary instrument flight rules*  
10               *clearances necessary to operate in controlled air-*  
11               *space.*

12        *(e) DEFINITION.—In this section, the term “high-speed*  
13        *aircraft” means an aircraft operating at speeds in excess*  
14        *of Mach 1, which shall include supersonic and hypersonic*  
15        *aircraft.*

16        **SEC. 684. ICAO ACTIVITIES ON NEW TECHNOLOGIES.**

17        *(a) IN GENERAL.—The Administrator of the Federal*  
18        *Aviation Administration shall prioritize engagement with*  
19        *the International Civil Aviation Organization and con-*  
20        *tribute to or lead the development of international stand-*  
21        *ards and recommended practices to improve aviation safety*  
22        *and support the entry-into-service of new forms of aviation.*

23        *(b) PARTICULAR ACTIVITIES.—In carrying out sub-*  
24        *section (a), the Administrator shall contribute to or lead*  
25        *International Civil Aviation Organization efforts with re-*

1 *spect to the development of landing and take-off noise stand-*  
2 *ards for supersonic aircraft.*

3 **SEC. 685. AIP ELIGIBILITY FOR CERTAIN SPACEPORT IN-**  
4 **FRASTRUCTURE.**

5 *(a) IN GENERAL.—Notwithstanding any other provi-*  
6 *sion of law, the Secretary of Transportation may make a*  
7 *grant under subchapter I of chapter 471 of title 49, United*  
8 *States Code, to an airport sponsor to reconstruct, repave,*  
9 *or rehabilitate the full length and width of a runway exist-*  
10 *ing on the date of enactment of this Act if—*

11 *(1) the runway is at an airport that is also a*  
12 *launch site or reentry site operated by a person cer-*  
13 *tified under section 50905 of title 51, United States*  
14 *Code;*

15 *(2) the runway is greater than 12,000 feet long*  
16 *and not less than 200 feet wide; and*

17 *(3) the airport sponsor certifies to the Secretary*  
18 *that the full length and width of the runway is re-*  
19 *quired to support activities at the launch site.*

20 *(b) SUNSET.—This section shall cease to be effective*  
21 *on September 30, 2028.*

22 **SEC. 686. COMMERCIAL SPACE TRANSPORTATION STATIS-**  
23 **TICS.**

24 *Section 329(b) of title 49, United States Code, is*  
25 *amended—*



1           (1) in paragraph (2) by striking “aeronautical”  
2           and inserting “aerospace”;

3           (2) in paragraph (3) by striking “civil aero-  
4           nautics” and inserting “civil aerospace”;

5           (3) by redesignating paragraphs (2) and (3) as  
6           paragraphs (3) and (4), respectively; and

7           (4) by inserting after paragraph (1) the fol-  
8           lowing:

9           “(2) collect and disseminate information on com-  
10          mercial space transportation operations (other than  
11          that collected and disseminated by the National  
12          Transportation Safety Board under chapter 11) in-  
13          cluding, at a minimum, information on the number  
14          of launches or reentries licensed by the Secretary, the  
15          number of space flight participants, the number of  
16          payloads, and the mass of payloads, organized by  
17          class of orbit;”.

18 **SEC. 687. REPORT ON CERTAIN INFRASTRUCTURE NEEDS.**

19          Not later than 120 days after the date of enactment  
20          of this Act, the Secretary of Transportation shall submit  
21          to the Committee on Transportation and Infrastructure of  
22          the House of Representatives and the Committee on Com-  
23          merce, Science, and Transportation of the Senate a report  
24          on the infrastructure needs at Federal Aviation Adminis-

1 *tration-licensed horizontal and vertical launch sites located*  
2 *in rural communities.*

3 **SEC. 688. AIRSPACE INTEGRATION FOR SPACE LAUNCH AND**  
4 **REENTRY.**

5 (a) *SENSE OF CONGRESS.—It is the Sense of Congress*  
6 *that—*

7 (1) *a safe and efficient national airspace system*  
8 *that successfully supports existing users and inte-*  
9 *grates new entrants is of the utmost importance;*

10 (2) *both commercial aviation and space launch*  
11 *and reentry operations are vital to United States*  
12 *global leadership, national security, and economic op-*  
13 *portunity;*

14 (3) *aircraft hazard areas are necessary during*  
15 *space launch and reentry operations to ensure public*  
16 *safety; and*

17 (4) *the Administrator of Federal Aviation Ad-*  
18 *ministration should prioritize the development and*  
19 *deployment of technologies to improve visibility of*  
20 *space launch and reentry operations within Adminis-*  
21 *tration computer systems and minimize operational*  
22 *workload to air traffic controllers associated with*  
23 *routing traffic during spaceflight launch and reentry*  
24 *operations.*

1           (b) *SPACE LAUNCH AND REENTRY AIRSPACE INTE-*  
 2 *GRATION TECHNOLOGY.*—*There is authorized to be appro-*  
 3 *priated \$10,000,000 for each of the fiscal years 2024*  
 4 *through 2028, or until such time as the Administrator de-*  
 5 *termines that the project has reached an operational status,*  
 6 *for the Administrator to expedite the development, acquisi-*  
 7 *tion, and deployment of technologies or capabilities to aid*  
 8 *in space launch and reentry integration, which may include*  
 9 *technologies recommended by the Airspace Access Priorities*  
 10 *Aviation Rulemaking Committee in 2019, systems to enable*  
 11 *the integration of launch and reentry data directly onto air*  
 12 *traffic controller displays, and automated systems to enable*  
 13 *near real-time planning and dynamic rerouting of commer-*  
 14 *cial aircraft during and following commercial space launch*  
 15 *and reentry operations, with the objective of operational*  
 16 *readiness not later than December 31, 2026.*

17                   **TITLE VII—PASSENGER**  
 18                   **EXPERIENCE IMPROVEMENTS**

19                   **Subtitle A—General Provisions**

20           **SEC. 701. ADVERTISEMENTS AND SOLICITATIONS FOR PAS-**  
 21                   **SENGER AIR TRANSPORTATION.**

22           (a) *FULL FARE ADVERTISING.*—*Section 41712 of title*  
 23 *49, United States Code, is further amended by adding at*  
 24 *the end the following:*

25           “(e) *FULL FARE ADVERTISING.*—

1           “(1) *IN GENERAL.*—*It shall not be an unfair or*  
2 *deceptive practice under subsection (a) for a covered*  
3 *entity to state in an advertisement or solicitation for*  
4 *passenger air transportation the base airfare for such*  
5 *air transportation if the covered entity clearly and*  
6 *separately discloses—*

7                   “(A) *the government-imposed taxes and fees*  
8 *associated with the air transportation; and*

9                   “(B) *the total cost of the air transportation.*

10           “(2) *FORM OF DISCLOSURE.*—

11                   “(A) *IN GENERAL.*—*For purposes of para-*  
12 *graph (1), the information described in para-*  
13 *graphs (1)(A) and (1)(B) shall be disclosed in*  
14 *the advertisement or solicitation in a manner*  
15 *that clearly presents the information to the con-*  
16 *sumer.*

17                   “(B) *INTERNET ADVERTISEMENTS AND SO-*  
18 *LICITATIONS.*—*For purposes of paragraph (1),*  
19 *with respect to an advertisement or solicitation*  
20 *for passenger air transportation that appears on*  
21 *a website, the information described in para-*  
22 *graphs (1)(A) and (1)(B) may be disclosed*  
23 *through a link or pop-up, as such terms may be*  
24 *defined by the Secretary, in a manner that is*  
25 *easily accessible and viewable by the consumer.*

1           “(3) *DEFINITIONS.*—*In this subsection:*

2                   “(A) *BASE AIRFARE.*—*The term ‘base air-*  
3                   *fare’ means the cost of passenger air transpor-*  
4                   *tation, excluding government-imposed taxes and*  
5                   *fees.*”

6                   “(B) *COVERED ENTITY.*—*The term ‘covered*  
7                   *entity’ means an air carrier, including an indi-*  
8                   *rect air carrier, foreign carrier, ticket agent, or*  
9                   *other person offering to sell tickets for passenger*  
10                   *air transportation or a tour, or tour component,*  
11                   *that must be purchased with air transpor-*  
12                   *tation.’.*”

13           (b) *LIMITATION ON STATUTORY CONSTRUCTION.*—  
14           *Nothing in the amendment made by subsection (b) may be*  
15           *construed to affect any obligation of a person that sells pas-*  
16           *senger air transportation to disclose the total cost of such*  
17           *air transportation, including government-imposed taxes*  
18           *and fees, prior to purchase of such air transportation.*

19           (c) *REGULATIONS.*—*Not later than 1 year after the*  
20           *date of enactment of this Act, the Secretary of Transpor-*  
21           *tation shall issue final regulations to carry out the amend-*  
22           *ment made by subsection (a).*

23           (d) *STATUTORY CONSTRUCTION.*—*Nothing in this sec-*  
24           *tion may be construed to limit or otherwise affect the au-*  
25           *thority of the Secretary to regulate the disclosure of air car-*

1 *rier-imposed fees, or alter the requirements under part 399*  
2 *of title 14, Code of Federal Regulations, as such part relates*  
3 *to air carrier-imposed fees.*

4 *(e) EFFECTIVE DATE.—This section, and the amend-*  
5 *ment made by this section, shall take effect on the date that*  
6 *is 180 days after the date of enactment of this Act.*

7 **SEC. 702. MODERNIZATION OF CONSUMER COMPLAINT SUB-**  
8 **MISSIONS.**

9 *Section 42302 of title 49, United States Code, is*  
10 *amended to read as follows:*

11 **“§ 42302. Consumer complaints**

12 *“(a) IN GENERAL.—The Secretary of Transportation*  
13 *shall—*

14 *“(1) maintain an accessible website through the*  
15 *Office of Aviation Consumer Protection to accept the*  
16 *submission of complaints from airline passengers re-*  
17 *garding air travel service problems; and*

18 *“(2) take appropriate actions to notify the public*  
19 *of such accessible website.*

20 *“(b) NOTICE TO PASSENGERS ON THE INTERNET.—An*  
21 *air carrier or foreign air carrier providing scheduled air*  
22 *transportation using any aircraft that as originally de-*  
23 *signed has a passenger capacity of 30 or more passenger*  
24 *seats shall include on the accessible website of the carrier—*

1           “(1) *the accessible website, e-mail address, or*  
2           *telephone number of the air carrier for the submission*  
3           *of complaints by passengers about air travel service*  
4           *problems; and*

5           “(2) *the accessible website maintained pursuant*  
6           *to subsection (a).*

7           “(c) *USE OF ADDITIONAL OR ALTERNATIVE TECH-*  
8           *NOLOGIES.—The Secretary shall periodically evaluate the*  
9           *benefits of using mobile phone applications or other widely*  
10          *used technologies to—*

11           “(1) *provide additional or alternative means for*  
12           *air passengers to submit complaints; and*

13           “(2) *provide such additional or alternative*  
14           *means as the Secretary determines appropriate.*

15           “(d) *AIR AMBULANCE PROVIDERS.—Each air ambu-*  
16           *lance provider shall include the accessible website, or a link*  
17           *to such accessible website, maintained pursuant to sub-*  
18           *section (a) and the contact information for the Aviation*  
19           *Consumer Advocate established by section 424 of the FAA*  
20           *Reauthorization Act of 2018 (49 U.S.C. 42302 note) on—*

21           “(1) *any invoice, bill, or other communication*  
22           *provided to a passenger or customer of such provider;*  
23           *and*

24           “(2) *the accessible website and any related mo-*  
25           *bile device application of such provider.”.*

1 **SEC. 703. CODIFICATION OF CONSUMER PROTECTION PRO-**  
2 **VISIONS.**

3 (a) *PASSENGER RIGHTS.*—Subchapter I of chapter  
4 417 of title 49, United States Code, is amended by adding  
5 at the end the following:

6 **“§41727. Passenger rights**

7 “(a) *GUIDELINES.*—The Secretary of Transportation  
8 shall require each air carrier and foreign air carrier to sub-  
9 mit a summarized 1-page document that describes the rights  
10 of passengers in air transportation, including guidelines for  
11 the following:

12 “(1) *Compensation (regarding rebooking options,*  
13 *refunds, meals, and lodging) for flight delays of var-*  
14 *ious lengths.*

15 “(2) *Compensation (regarding rebooking options,*  
16 *refunds, meals, and lodging) for flight diversions.*

17 “(3) *Compensation (regarding rebooking options,*  
18 *refunds, meals, and lodging) for flight cancellations.*

19 “(4) *Compensation for mishandled baggage,*  
20 *wheelchairs, mobility aids and other assistive devices,*  
21 *including delayed, damaged, pilfered, or lost baggage,*  
22 *wheelchairs, mobility aids and other assistive devices.*

23 “(5) *Voluntary relinquishment of a ticketed seat*  
24 *due to overbooking or priority of other passengers.*





1 *scriptions of protections and responsibilities provided in*  
2 *law related to the following:*

3           “(1) *The right of passengers with disabilities to*  
4 *be treated with dignity and respect.*

5           “(2) *The right of passengers with disabilities to*  
6 *receive timely assistance, if requested, from properly*  
7 *trained air carrier, foreign air carrier, and con-*  
8 *tractor personnel.*

9           “(3) *The right of passengers with disabilities to*  
10 *travel with wheelchairs, mobility aids, and other as-*  
11 *sistive devices, including necessary medications and*  
12 *medical supplies, including stowage of such wheel-*  
13 *chairs, aids, and devices.*

14           “(4) *The right of passengers with disabilities to*  
15 *receive seating accommodations, if requested, to ac-*  
16 *commodate a disability*

17           “(5) *The right of passengers with disabilities to*  
18 *receive announcements in an accessible format.*

19           “(6) *The right of passengers with disabilities to*  
20 *speak with a complaint resolution officer or to file a*  
21 *complaint with an air carrier, a foreign air carrier,*  
22 *or the Department of Transportation.*

23           “(c) *RULE OF CONSTRUCTION.—The development of*  
24 *the Airline Passengers with Disabilities Bill of Rights*  
25 *under subsections (a) and (b) shall not be construed as ex-*

1 *panding or restricting the rights available to passengers*  
2 *with disabilities on the day before the date of the enactment*  
3 *of the FAA Reauthorization Act of 2018 (Public Law 115–*  
4 *254) pursuant to any statute or regulation.*

5       “(d) *CONSULTATIONS.—In developing the Airline Pas-*  
6 *sengers with Disabilities Bill of Rights under subsection (a),*  
7 *the Secretary shall consult with stakeholders, including dis-*  
8 *ability organizations and air carriers, foreign air carriers,*  
9 *and their contractors.*

10       “(e) *DISPLAY.—Each air carrier and foreign air car-*  
11 *rier shall include the Airline Passengers with Disabilities*  
12 *Bill of Rights—*

13               “(1) *on a publicly available internet website of*  
14 *the carrier; and*

15               “(2) *in any pre-flight notifications or commu-*  
16 *nications provided to passengers who alert the carrier*  
17 *in advance of the need for accommodations relating*  
18 *to a disability.*

19       “(f) *TRAINING.—*

20               “(1) *IN GENERAL.—Air carriers, foreign air car-*  
21 *riers, and contractors of such carriers shall submit to*  
22 *the Secretary plans that ensure that employees of such*  
23 *carriers and their contractors receive training on the*  
24 *protections and responsibilities described in the Air-*  
25 *line Passengers with Disabilities Bill of Rights.*

1           “(2) *REVIEW.*—*The Secretary shall review such*  
 2           *plans to ensure the plans address the matters de-*  
 3           *scribed in subsection (b).”.*

4           *(c) CONFORMING AMENDMENTS.*—*The analysis for*  
 5           *chapter 417 of title 49, United States Code, is amended by*  
 6           *inserting after the item relating to section 41726 the fol-*  
 7           *lowing:*

          “41727. *Passenger rights.*

          “41728. *Airline passengers with disabilities bill of rights.”.*

8           *(d) CONFORMING REPEALS.*—*Sections 429 and 434 of*  
 9           *the FAA Reauthorization Act of 2018 (49 U.S.C. 42301*  
 10          *note; 41705 note) and the item relating to such sections in*  
 11          *the table of contents in section 1(b) of such Act are repealed.*

12          **SEC. 704. EXTENSION OF AVIATION CONSUMER PROTEC-**  
 13          **TION ADVISORY COMMITTEE.**

14          *Section 411 of the FAA Modernization and Reform Act*  
 15          *of 2012 (49 U.S.C. 42301 note) is amended—*

16                 *(1) in subsection (b)—*

17                         *(A) by redesignating paragraphs (3) and*  
 18                         *(4) as paragraphs (4) and (5), respectively; and*

19                         *(B) by inserting after paragraph (2) the fol-*  
 20                         *lowing:*

21                                 *“(3) ticket agents and travel management com-*  
 22                                 *panies;”; and*

23                                 *(2) in subsection (h) by striking “2023” and in-*  
 24                                 *serting “2028”; and*

1 **SEC. 705. REMOVAL OF OUTDATED REFERENCES TO PAS-**  
2 **SENGERS WITH DISABILITIES.**

3 (a) *SOVEREIGNTY AND USE OF AIRSPACE.*—Section  
4 40103(a)(2) of title 49, United States Code, is amended by  
5 striking “handicapped individuals” and inserting “indi-  
6 viduals with disabilities”.

7 (b) *SPECIAL PRICES FOR FOREIGN AIR TRANSPOR-*  
8 *TATION.*—Section 41511(b)(4) of title 49, United States  
9 Code, is amended by striking “handicap” and inserting  
10 “disability”.

11 (c) *DISCRIMINATION AGAINST INDIVIDUALS WITH DIS-*  
12 *ABILITIES.*—Section 41705 of title 49, United States Code,  
13 is amended in the heading by striking “**handicapped**  
14 **individuals**” and inserting “**individuals with dis-**  
15 **abilities**”.

16 (d) *CLERICAL AMENDMENT.*—The analysis for chapter  
17 417 of title 49, United States Code, is amended by striking  
18 the item relating to section 41705 and inserting the fol-  
19 lowing:

“41705. Discrimination against individuals with disabilities.”

20 **SEC. 706. EXTENSION OF AVIATION CONSUMER ADVOCATE**  
21 **REPORTING REQUIREMENT.**

22 Section 424(e) of the FAA Reauthorization Act of 2018  
23 (49 U.S.C. 42302 note) is amended by striking “2023” and  
24 inserting “2028”.

1 **SEC. 707. AIR CARRIER ACCESS ACT ADVISORY COMMITTEE.**

2 (a) *IN GENERAL.*—Section 439 of the FAA Reauthor-  
3 ization Act of 2018 (49 U.S.C. 41705 note) is amended—

4 (1) in the section heading by striking “**ADVI-**  
5 **SORY COMMITTEE ON THE AIR TRAVEL NEEDS**  
6 **OF PASSENGERS WITH DISABILITIES**” and insert-  
7 ing “**AIR CARRIER ACCESS ACT ADVISORY COM-**  
8 **MITTEE**”;

9 (2) in subsection (c)(1) by striking subparagraph  
10 (G) and inserting the following:

11 “(G) Manufacturers of wheelchairs, includ-  
12 ing powered wheelchairs, and other mobility  
13 aids.”; and

14 (3) in subsection (g) by striking “2023” and in-  
15 serting “2028”.

16 (b) *CONFORMING AMENDMENT.*—Section 1(b) of the  
17 FAA Reauthorization Act of 2018 (Public Law 115–254)  
18 is amended by striking the item relating to section 439 and  
19 inserting the following:

“Sec. 439. Air Carrier Access Act advisory committee.”.

20 **SEC. 708. PASSENGER EXPERIENCE ADVISORY COMMITTEE.**

21 (a) *IN GENERAL.*—The Secretary of Transportation  
22 shall establish an advisory committee to advise the Sec-  
23 retary and the Administrator of the Federal Aviation Ad-  
24 ministration in carrying out activities relating to the im-

1 *provement of the passenger experience in air transportation*  
2 *customer service.*

3 (b) *MEMBERSHIP.*—*The Secretary shall appoint the*  
4 *members of the advisory committee, which shall be com-*  
5 *prised of at least 1 representative of each of—*

6 (1) *mainline air carriers;*

7 (2) *air carriers with a low-cost or ultra-low-cost*  
8 *business model;*

9 (3) *regional air carriers;*

10 (4) *large hub airport sponsors and operators;*

11 (5) *medium hub airport sponsors and operators;*

12 (6) *small hub airport sponsors and operators;*

13 (7) *nonhub airport sponsors and operators;*

14 (8) *ticket agents;*

15 (9) *representatives of intermodal transportation*  
16 *companies that operate at airports;*

17 (10) *airport concessionaires;*

18 (11) *nonprofit public interest groups with exper-*  
19 *tise in consumer protection matters;*

20 (12) *senior managers of the Administration's Air*  
21 *Traffic Organization;*

22 (13) *aircraft manufacturers;*

23 (14) *entities representing individuals with dis-*  
24 *abilities;*

1           (15) *certified labor organizations representing*  
2           *aviation workers, including—*

3                   (A) *Federal Aviation Administration em-*  
4                   *ployees;*

5                   (B) *airline pilots working for air carriers*  
6                   *operating under part 121 of title 14, Code of*  
7                   *Federal Regulations;*

8                   (C) *flight attendants working for air car-*  
9                   *riers operating under part 121 of title 14, Code*  
10                   *of Federal Regulations; and*

11                   (D) *other customer facing airline and air-*  
12                   *port workers;*

13           (16) *other organizations or industry segments as*  
14           *determined by the Secretary; and*

15           (17) *other Federal agencies that directly inter-*  
16           *face with passengers at airports.*

17           (c) *VACANCIES.—A vacancy in the advisory committee*  
18           *under this section shall be filled in a manner consistent*  
19           *with subsection (b).*

20           (d) *TRAVEL EXPENSES.—Members of the advisory*  
21           *committee under this section shall serve without pay but*  
22           *shall receive travel expenses, including per diem in lieu of*  
23           *subsistence, in accordance with subchapter I of chapter 57*  
24           *of title 5, United States Code.*



1       (e) *CHAIR.*—*The Secretary shall designate an indi-*  
2 *vidual among the individuals appointed under subsection*  
3 *(b) to serve as Chair of the advisory committee.*

4       (f) *DUTIES.*—*The duties of the advisory committee*  
5 *shall include—*

6           (1) *evaluating ways to improve the comprehen-*  
7 *sive passenger experience, including—*

8               (A) *transportation between airport termi-*  
9 *nals and facilities;*

10              (B) *baggage handling;*

11              (C) *wayfinding;*

12              (D) *the security screening process; and*

13              (E) *the communication of flight delays and*  
14 *cancellations;*

15           (2) *evaluating ways to improve efficiency in the*  
16 *national airspace system affecting passengers;*

17           (3) *evaluating ways to improve the cooperation*  
18 *and coordination between the Department of Trans-*  
19 *portation and other Federal agencies that directly*  
20 *interface with aviation passengers at airports;*

21           (4) *responding to other taskings determined by*  
22 *the Secretary; and*

23           (5) *providing recommendations to the Secretary*  
24 *and the Administrator, if determined necessary dur-*

1        *ing the evaluations considered in paragraphs (1)*  
2        *through (4).*

3        *(g) REPORT TO CONGRESS.—Not later than 1 year*  
4        *after the date of enactment of this Act, and every 2 years*  
5        *thereafter, the Secretary shall submit to Congress a report*  
6        *containing—*

7                *(1) consensus recommendations made by the ad-*  
8        *visory committee since such date of enactment or the*  
9        *previous report, as appropriate; and*

10                *(2) an explanation of how the Secretary has im-*  
11        *plemented such recommendations and, for such rec-*  
12        *ommendations not implemented, the Secretary’s rea-*  
13        *son for not implementing such recommendation.*

14        *(h) DEFINITION.—The definitions in section 40102 of*  
15        *title 49, United States Code, shall apply to this section.*

16        *(i) SUNSET.—This section shall cease to be effective on*  
17        *October 1, 2028.*

18        *(j) TERMINATION OF DOT ACCESS ADVISORY COM-*  
19        *MITTEE.—The ACCESS Advisory Committee of the Depart-*  
20        *ment of Transportation shall terminate on the date of enact-*  
21        *ment of this Act.*

22        **SEC. 709. STREAMLINING OF OFFLINE TICKET DISCLO-**  
23        **SURES.**

24        *(a) IN GENERAL.—Not later than 18 months after the*  
25        *date of enactment of this Act, the Secretary of Transpor-*

1 *tation shall take such action as may be necessary to update*  
2 *the process by which an air carrier or ticket agent is re-*  
3 *quired to fulfill disclosure obligations in ticketing trans-*  
4 *actions for air transportation not completed through a*  
5 *website.*

6 *(b) REQUIREMENTS.—The process updated under sub-*  
7 *section (a) shall—*

8 *(1) include means of referral to the applicable*  
9 *air carrier website with respect to disclosures related*  
10 *to air carrier optional fees and policies;*

11 *(2) include a means of referral to the website of*  
12 *the Department of Transportation with respect to any*  
13 *other required disclosures to air transportation pas-*  
14 *sengers;*

15 *(3) make no changes to air carrier or ticket*  
16 *agent obligations with respect to—*

17 *(A) section 41712(c) of title 49, United*  
18 *States Code; or*

19 *(B) subsections (a) and (b) of section 399.84*  
20 *of title 14, Code of Federal Regulations (or any*  
21 *successor regulations); and*

22 *(4) require disclosures referred to in paragraphs*  
23 *(1) and (2) to be made in the manner existing prior*  
24 *to the date of enactment of this Act upon passenger*  
25 *request.*

1       (c) *AIR CARRIER DEFINED.*—*In this section, the term*  
2 *“air carrier” has the meaning given such term in section*  
3 *40102(a) of title 49, United States Code.*

4 **SEC. 710. TICKET AGENT REFUND OBLIGATIONS.**

5       (a) *IN GENERAL.*—*Not later than 18 months after the*  
6 *date of enactment of this Act, the Secretary of Transpor-*  
7 *tation shall issue a final rule to revise section 399.80 of*  
8 *title 14, Code of Federal Regulations, to clarify the refund*  
9 *obligations of ticket agents.*

10       (b) *CONDITIONS.*—*In issuing the final rule under sub-*  
11 *section (a), the Secretary shall clarify that a ticket agent*  
12 *shall provide a refund only when such ticket agent possesses,*  
13 *or has access to, the funds of a passenger.*

14       (c) *DEFINITIONS.*—*In this section, the term “ticket*  
15 *agent” has the meaning given such term in section 40102(a)*  
16 *of title 49, United States Code.*

17 **SEC. 711. UPDATING PASSENGER INFORMATION REQUIRE-**  
18 **MENT REGULATIONS.**

19       (a) *ARAC TASKING.*—*Not later than 3 years after the*  
20 *date of enactment of this Act, the Administrator of the Fed-*  
21 *eral Aviation Administration shall task the Aviation Rule-*  
22 *making Advisory Committee with—*

23               (1) *reviewing passenger information requirement*  
24 *regulations under section 121.317 of title 14, Code of*  
25 *Federal Regulation, and such other related regula-*

1        *tions as the Administrator determines appropriate;*  
2        *and*

3            (2) *making recommendations to update and im-*  
4        *prove such regulations.*

5        (b) *FINAL REGULATION.*—*Not later than 6 years after*  
6 *the date of enactment of this Act, the Administrator of the*  
7 *Federal Aviation Administration shall issue a final regula-*  
8 *tion revising section 121.317 of title 14, Code of Federal*  
9 *Regulations, and such other related regulations as the Ad-*  
10 *ministrator determines appropriate, to—*

11            (1) *update such section and regulations to incor-*  
12 *porate exemptions commonly issued by the Adminis-*  
13 *trator;*

14            (2) *reflect civil penalty inflation adjustments;*  
15        *and*

16            (3) *incorporate such updates and improvements*  
17 *recommended by the Aviation Rulemaking Advisory*  
18 *Committee that the Administrator determines appro-*  
19 *priate.*

20 **SEC. 712. MOBILITY AIDS ON BOARD IMPROVE LIVES AND**  
21 **EMPOWER ALL.**

22 (a) *PUBLICATION OF CARGO HOLD DIMENSIONS.*—

23            (1) *IN GENERAL.*—*Not later than 2 years after*  
24 *the date of enactment of this Act, the Secretary of*  
25 *Transportation shall require air carriers to publish*

1        *on a prominent and easily accessible place on the*  
2        *public website of the air carrier, information describ-*  
3        *ing the relevant dimensions and other characteristics*  
4        *of the cargo holds of all aircraft types operated by the*  
5        *air carrier, including the dimensions of the cargo*  
6        *hold entry, that would limit the size, weight, and al-*  
7        *lowable type of cargo available.*

8                (2) *PROPRIETARY INFORMATION.*—*The Secretary*  
9        *shall allow an air carrier to protect the confiden-*  
10        *tiality of any trade secret or proprietary information*  
11        *submitted in accordance with paragraph (1), as ap-*  
12        *propriate.*

13                (b) *REFUND REQUIRED FOR INDIVIDUAL TRAVELING*  
14        *WITH WHEELCHAIR.*—*In the case of a qualified individual*  
15        *with a disability traveling with a wheelchair who has pur-*  
16        *chased a ticket for a flight from an air carrier, but who*  
17        *cannot travel on the aircraft for such flight because the*  
18        *wheelchair of such qualified individual cannot be physically*  
19        *accommodated in the cargo hold of the aircraft, the Sec-*  
20        *retary shall require such air carrier to offer a refund to*  
21        *such qualified individual of any previously paid fares, fees,*  
22        *and taxes applicable to such flight.*

23                (c) *EVALUATION OF DATA REGARDING DAMAGED*  
24        *WHEELCHAIRS.*—*Not later than 12 months after the date*

1 of enactment of this Act, and annually thereafter, the Sec-  
2 retary shall—

3 (1) evaluate data regarding the type and fre-  
4 quency of incidents of the mishandling of wheelchairs  
5 on aircraft and delineate such data by—

6 (A) types of wheelchairs involved in such  
7 incidents; and

8 (B) the ways in which wheelchairs are mis-  
9 handled, including the type of damage to wheel-  
10 chairs (such as broken drive wheels or casters,  
11 bent or broken frames, damage to electrical con-  
12 nectors or wires, control input devices, joysticks,  
13 upholstery or other components, loss, or delay of  
14 return);

15 (2) determine whether there are trends with re-  
16 spect to the data evaluated under paragraph (1); and

17 (3) make available on the public website of the  
18 Department of Transportation, in an accessible man-  
19 ner, a report containing the results of the evaluation  
20 of data and determination made under paragraphs  
21 (1) and (2) and a description of how the Secretary  
22 plans to address such results.

23 (d) FEASIBILITY OF IN-CABIN WHEELCHAIR RE-  
24 STRAINT SYSTEMS.—

1           (1) *ROADMAP*.—Not later than 1 year after the  
2           date of enactment of this Act, the Secretary shall sub-  
3           mit to the Committee on Transportation and Infra-  
4           structure of the House of Representatives and the  
5           Committee on Commerce, Science, and Transpor-  
6           tation of the Senate a publicly available strategic  
7           roadmap that describes how the Department of Trans-  
8           portation and the United States Access Board, respec-  
9           tively, shall, in accordance with the recommendations  
10          from the National Academies of Science, Engineering,  
11          and Mathematics Transportation Research Board  
12          Special Report 341—

13                 (A) establish a program of research, in col-  
14                 laboration with the Rehabilitation Engineering  
15                 and Assistive Technology Society of North Amer-  
16                 ica, the assistive technology industry, air car-  
17                 riers, original equipment manufacturers, na-  
18                 tional disability and disabled veterans organiza-  
19                 tions, and any other relevant stakeholders, to test  
20                 and evaluate an appropriate selection of WC19-  
21                 compliant wheelchairs and accessories in accord-  
22                 ance with applicable Federal Aviation Adminis-  
23                 tration crashworthiness and safety performance  
24                 criteria, including the issues and considerations  
25                 set forth in such Special Report 341; and



1           (B) sponsor studies that assess issues and  
2           considerations, including those set forth in such  
3           Special Report 341, such as—

4                   (i) the likely demand for air travel by  
5                   individuals who are nonambulatory if such  
6                   individuals could remain seated in their  
7                   personal wheelchairs in flight; and

8                   (ii) the feasibility of implementing  
9                   seating arrangements that would accommo-  
10                  date passengers in wheelchairs in the main  
11                  cabin in flight.

12           (2) STUDY.—If determined to be technically fea-  
13           sible by the Secretary, not later than 2 years after  
14           making such determination, the Secretary shall com-  
15           mence a study to assess the economic and financial  
16           feasibility of air carriers and foreign air carriers im-  
17           plementing seating arrangements that accommodate  
18           passengers with wheelchairs (including power wheel-  
19           chairs, manual wheelchairs, and scooters) in the main  
20           cabin during flight. Such study shall include an as-  
21           sessment of—

22                   (A) the cost of such seating arrangements,  
23                   equipment, and installation;

24                   (B) the demand for such seating arrange-  
25                   ments;

1           (C) *the impact of such seating arrange-*  
2           *ments on passenger seating and safety on air-*  
3           *craft;*

4           (D) *the impact of such seating arrange-*  
5           *ments on the cost of operations and airfare; and*

6           (E) *any other information determined ap-*  
7           *propriate by the Secretary.*

8           (3) *REPORT.—Not later than 1 year after the*  
9           *date on which the study under paragraph (2) is com-*  
10           *pleted, the Secretary shall submit to the Committee on*  
11           *Transportation and Infrastructure of the House of*  
12           *Representatives and the Committee on Commerce,*  
13           *Science, and Transportation of the Senate a publicly*  
14           *available report describing the results of the study*  
15           *conducted under paragraph (2), together with any*  
16           *recommendations the Secretary determines appro-*  
17           *priate.*

18           (e) *DEFINITIONS.—In this section:*

19           (1) *AIR CARRIER.—The term “air carrier” has*  
20           *the meaning given such term in section 40102 of title*  
21           *49, United States Code.*

22           (2) *DISABILITY; QUALIFIED INDIVIDUAL WITH A*  
23           *DISABILITY.—The terms “disability” and “qualified*  
24           *individual with a disability” have the meanings*  
25           *given such terms in section 382.3 of title 14, Code of*

1 *Federal Regulations (as in effect on date of enactment*  
2 *of this Act).*

3 (3) *WHEELCHAIR.*—*The term “wheelchair” has*  
4 *the meaning given such term in section 37.3 of title*  
5 *49, Code of Federal Regulations (as in effect on date*  
6 *of enactment of this Act), including power wheel-*  
7 *chairs, manual wheelchairs, and scooters.*

8 **SEC. 713. PRIORITIZING ACCOUNTABILITY AND ACCESSI-**  
9 **BILITY FOR AVIATION CONSUMERS.**

10 (a) *ANNUAL REPORT.*—*Not later than 1 year after the*  
11 *date of enactment of this Act, and annually thereafter, the*  
12 *Secretary of Transportation shall provide to the Committee*  
13 *on Transportation and Infrastructure of the House of Rep-*  
14 *resentatives and the Committee on Commerce, Science, and*  
15 *Transportation of the Senate a report on disability-related*  
16 *aviation consumer complaints filed with the Department of*  
17 *Transportation, and shall make each annual report pub-*  
18 *licly available.*

19 (b) *SCOPE OF REPORT.*—*In each report required*  
20 *under subsection (a), the Secretary shall include, at min-*  
21 *imum, a description of the following:*

22 (1) *The number of disability-related aviation*  
23 *consumer complaints filed with the Department of*  
24 *Transportation during the calendar year preceding*  
25 *the year in which such report is submitted.*

1           (2) *The nature of such complaints, such as re-*  
2 *ported issues with—*

3                   (A) *an air carrier;*

4                   (B) *mishandling of passengers with a dis-*  
5 *ability, including mishandling of a wheelchair,*  
6 *mobility aid, or other accessibility equipment of*  
7 *a passenger by an air carrier;*

8                   (C) *the condition or availability of accessi-*  
9 *bility equipment or materials operated by an air*  
10 *carrier;*

11                  (D) *the accessibility of in-flight services, in-*  
12 *cluding accessing and utilizing onboard lava-*  
13 *tories, for passengers with a disability;*

14                  (E) *difficulties experienced by passengers*  
15 *with a disability in communicating with an air*  
16 *carrier employee;*

17                  (F) *difficulties experienced by passengers*  
18 *with a disability in being moved, handled, or*  
19 *otherwise assisted;*

20                  (G) *an air carrier changing the flight*  
21 *itinerary of a passenger with a disability with-*  
22 *out the consent of such passenger;*

23                  (H) *difficulties experienced by passengers*  
24 *with a disability traveling with a service ani-*  
25 *mal; and*

1                   (I) any other issues the Secretary of Trans-  
2                   portation determines appropriate.

3                   (3) The review process for such complaints.

4                   (4) The average amount of days before the De-  
5                   partment initiated a formal review of such com-  
6                   plaints.

7                   (5) The average amount of days until such com-  
8                   plaints were resolved by the Department.

9                   (6) The number of such complaints that resulted  
10                  in dismissal, a civil monetary penalty, or other in-  
11                  junctive relief.

12                  (7) Of the complaints that were found to violate  
13                  section 41705 of title 49, United States Code—

14                         (A) the number of such complaints for  
15                         which a formal enforcement order was issued;  
16                         and

17                         (B) the number of such complaints for  
18                         which a formal enforcement order was not  
19                         issued.

20                  (8) The number of disability-related aviation  
21                  consumer complaints filed with the Department of  
22                  Transportation involving airport staff or other mat-  
23                  ters under the jurisdiction of the Federal Aviation  
24                  Administration that were referred to the Federal  
25                  Aviation Administration.

1           (9) *The number of disability-related aviation*  
2 *consumer complaints filed with the Department of*  
3 *Transportation involving Transportation Security*  
4 *Administration staff that were referred to the Trans-*  
5 *portation Security Administration or the Department*  
6 *of Homeland Security.*

7           (c) *REPORT TO CONGRESS.*—*The Secretary shall sub-*  
8 *mit annually to the Committee on Transportation and In-*  
9 *frastructure of the House of Representatives and the Com-*  
10 *mittee on Commerce, Science, and Transportation of the*  
11 *Senate the report required under subsection (a).*

12           (d) *DEFINITIONS.*—*In this section:*

13           (1) *IN GENERAL.*—*Except as otherwise provided,*  
14 *the terms used in this section have the meanings given*  
15 *such terms in section 40102 of title 49, United States*  
16 *Code, or section 382.3 of title 14, Code of Federal*  
17 *Regulations, as applicable.*

18           (2) *AIR CARRIER.*—*The term “air carrier”*  
19 *means an air carrier conducting passenger operations*  
20 *under part 121 of title 14, Code of Federal Regula-*  
21 *tions.*

22           (3) *PASSENGER WITH A DISABILITY.*—*The term*  
23 *“passenger with a disability” has the meaning given*  
24 *the term “qualified individual with a disability” in*  
25 *section 382.3 of title 14, Code of Federal Regulations.*

1 **SEC. 714. AIRCRAFT ACCESSIBILITY.**

2 (a) *IN GENERAL.*—Not later than 180 days after the  
3 date of enactment of this Act, the Secretary of Transpor-  
4 tation shall initiate a program to study and evaluate im-  
5 provements to transport category aircraft accessibility, in-  
6 cluding—

7 (1) *determining whether and, if so, how personal*  
8 *wheelchairs, including manual and powered wheel-*  
9 *chairs, can be safely secured in the passenger seating*  
10 *areas of an aircraft certificated under part 25 of title*  
11 *14, Code of Federal Regulations;*

12 (2) *considering the safe evacuation processes for*  
13 *such aircraft, including individuals who use manual*  
14 *and powered wheelchairs; and*

15 (3) *determining how various types of aircraft*  
16 *described in paragraph (1) can safely and efficiently*  
17 *be retrofit for accessible lavatories.*

18 (b) *REPORT AND RECOMMENDATIONS.*—Not later than  
19 2 years after the date of enactment of this Act, the Secretary  
20 shall provide to the Committee on Transportation and In-  
21 frastructure of the House of Representatives and the Com-  
22 mittee on Commerce, Science, and Transportation of the  
23 Senate a report on the findings of the study and evaluation  
24 described in subsection (a) and recommendations to address  
25 the findings of such study and evaluation.

1 **SEC. 715. ACCESSIBILITY OF WEBSITES, SOFTWARE APPLI-**  
2 **CATIONS, AND KIOSKS FOR INDIVIDUALS**  
3 **WITH DISABILITIES.**

4 *Not later than 2 years after the date of enactment of*  
5 *this Act, the Secretary of Transportation shall, in direct*  
6 *consultation with the United States Architectural and*  
7 *Transportation Barriers Compliance Board, prescribe regu-*  
8 *lations setting forth minimum standards to ensure that in-*  
9 *dividuals with disabilities are able to access kiosks, software*  
10 *applications, and websites in a manner that is equally as*  
11 *effective as individuals without disabilities, with a substan-*  
12 *tially equivalent ease of use. Such standards shall be con-*  
13 *sistent with the standards set forth in the Web Content Ac-*  
14 *cessibility Guidelines 2.1 Level AA of the Web Accessibility*  
15 *Initiative of the World Wide Web Consortium or any subse-*  
16 *quent version.*

17 **SEC. 716. REVIEW OF METHODS TO REPORT FLIGHT DELAY**  
18 **AND CANCELLATION STATISTICS.**

19 *(a) IN GENERAL.—No later than 1 year after the date*  
20 *of enactment of this Act, the Secretary of Transportation,*  
21 *in consultation with the Administrator of the Federal Avia-*  
22 *tion Administration, shall conduct a review of the means*  
23 *of reporting flight delay and cancellation statistics to the*  
24 *Secretary and the accuracy of such data.*

25 *(b) COORDINATION REQUIREMENT.—In conducting the*  
26 *review required in paragraph (1), the Secretary shall co-*



1 *ordinate and collaborate with air carriers (as such term*  
2 *is defined in section 40102 of title 49, United States Code)*  
3 *to assist in conducting the review and providing rec-*  
4 *ommendations on improving the means of reporting flight*  
5 *delay and cancellation statistics to the Secretary and the*  
6 *accuracy of such data.*

7 **SEC. 717. REIMBURSEMENT FOR INCURRED COSTS.**

8       *(a) IN GENERAL.—Not later than 1 year after the date*  
9 *of enactment of this Act, the Secretary of Transportation*  
10 *shall direct all air carriers providing scheduled passenger*  
11 *interstate or intrastate air transportation to establish poli-*  
12 *cies regarding reimbursement for lodging, transportation*  
13 *between such lodging and the airport, and meal costs in-*  
14 *curred due to a flight cancellation or significant delay di-*  
15 *rectly attributable to the air carrier.*

16       *(b) DEFINITION OF SIGNIFICANTLY DELAYED.—In this*  
17 *section, the term “significantly delayed” means, with re-*  
18 *spect to air transportation, the departure or arrival at the*  
19 *originally ticketed destination associated with such trans-*  
20 *portation has changed—*

21               *(1) in the case of air transportation within the*  
22               *United States, by 3 or more hours; or*

23               *(2) in the case of air transportation to or from*  
24               *a location outside the United States, by 6 or more*  
25               *hours.*

1 **SEC. 718. AIRLINE OPERATIONAL RESILIENCY PLANS.**

2       (a) *IN GENERAL.*—Not later than 1 year after the date  
3 of enactment of this Act, the Secretary of Transportation  
4 shall require a covered carrier to develop and regularly up-  
5 date an operational resiliency strategy to prevent or limit  
6 the impact of future flight disruptions on passengers.

7       (b) *OPERATIONAL RESILIENCY STRATEGY.*—In each  
8 operational resiliency strategy developed under subsection  
9 (a), a covered carrier shall include a description of—

10           (1) *the potential impact of severe weather and*  
11 *other reasonably anticipated disruptive events on the*  
12 *operations of the carrier and how the carrier seeks to*  
13 *prevent or limit the impact of such events on pas-*  
14 *sengers;*

15           (2) *the potential impact of severe weather events*  
16 *and other reasonably anticipated disruptive events*  
17 *on—*

18                   (A) *staffing models and the preparedness of*  
19 *the current workforce of the carrier to address*  
20 *such conditions; and*

21                   (B) *the current information and technology*  
22 *systems of the carrier, including crew scheduling*  
23 *systems, and the preparedness of such systems to*  
24 *continue operations after such an event or dis-*  
25 *ruption;*

1           (3) *the preparedness of the carrier to maintain*  
2           *operations and limit or prevent the impact of other*  
3           *potential disruptive events identified by the carrier;*

4           (4) *the extent to which the carrier addresses*  
5           *known cybersecurity risks to prevent potential flight*  
6           *disruptions; and*

7           (5) *any other issues the Secretary determines ap-*  
8           *propriate to protect consumers and maintain the*  
9           *operational stability of the airline industry.*

10          (c) *PROPRIETARY INFORMATION.—The Secretary shall*  
11          *develop a method to protect the confidentiality of any trade*  
12          *secret or proprietary information submitted in an oper-*  
13          *ational resiliency strategy under subsection (b).*

14          (d) *EVALUATION.—*

15               (1) *AUDIT.—Not later than 3 years after the*  
16               *date of enactment of this Act, the Comptroller General*  
17               *of the United States shall initiate an audit to evalu-*  
18               *ate the effectiveness of the operational resiliency strat-*  
19               *egies developed under this section by covered air car-*  
20               *riers.*

21               (2) *REPORT.—Not later than 1 year after com-*  
22               *pletion of the audit conducted under paragraph (1),*  
23               *the Comptroller General shall submit to the Com-*  
24               *mittee on Transportation and Infrastructure of the*  
25               *House of Representatives and the Committee on Com-*

1        *merce, Science, and Transportation of the Senate a*  
2        *report on the findings of the audit.*

3        (e) *COVERED CARRIER.*—*In this section, the term*  
4        *“covered carrier” has the meaning given such term in sec-*  
5        *tion 259.3 of title 14, Code of Federal Regulations (or suc-*  
6        *cessor regulations).*

7        **SEC. 719. FAMILY SEATING.**

8        (a) *IN GENERAL.*—*Not later than 180 days after the*  
9        *date of enactment of this Act, the Secretary of Transpor-*  
10        *tation shall issue a notice of proposed rulemaking to estab-*  
11        *lish a policy directing air carriers that assign seats, or*  
12        *allow individuals to select seats in advance of the date of*  
13        *departure of a flight, to sit each young child adjacent to*  
14        *an accompanying adult, to the greatest extent practicable,*  
15        *if adjacent seat assignments are available at any time after*  
16        *the ticket is issued for each young child and before the first*  
17        *passenger boards the flight.*

18        (b) *PROHIBITION ON FEES.*—*The notice of proposed*  
19        *rulemaking described in subsection (a) shall include a pro-*  
20        *vision that prohibits an air carrier from charging a fee,*  
21        *or imposing an additional cost beyond the ticket price of*  
22        *the additional seat, to seat each young child adjacent to*  
23        *an accompanying adult within the same class of service.*

24        (c) *RULE OF CONSTRUCTION.*—*Notwithstanding the*  
25        *requirement in subsection (a), nothing in this section may*

1 *be construed to allow the Secretary to impose a change in*  
2 *the overall seating or boarding policy of an air carrier that*  
3 *has an open or flexible seating policy in place that generally*  
4 *allows adjacent family seating as described under this sec-*  
5 *tion.*

6 (d) *YOUNG CHILD.*—*In this section, the term “young*  
7 *child” means an individual who has not attained 14 years*  
8 *of age.*

9 **SEC. 720. SEAT DIMENSIONS.**

10 *Not later than 60 days after the date of enactment of*  
11 *this Act, the Administrator of the Federal Aviation Admin-*  
12 *istration shall—*

13 (1) *initiate a rulemaking activity based on the*  
14 *regulation described in section 577 of the FAA Reau-*  
15 *thorization Act of 2018 (49 U.S.C. 42301 note); and*

16 (2) *if the Administrator decides not to pursue*  
17 *the rulemaking described in paragraph (1), the Ad-*  
18 *ministrator shall brief the Committee on Transpor-*  
19 *tation and Infrastructure of the House of Representa-*  
20 *tives and the Committee on Commerce, Science, and*  
21 *Transportation of the Senate on the justification of*  
22 *such decision.*

1 **SEC. 721. IMPROVED TRAINING STANDARDS FOR ASSISTING**  
2 **PASSENGERS WHO USE WHEELCHAIRS.**

3 (a) *RULEMAKING.*—Not later than 6 months after the  
4 date of enactment of this Act, the Secretary of Transpor-  
5 tation shall issue a notice of proposed rulemaking to develop  
6 requirements for minimum training standards for airline  
7 personnel or contractors who assist wheelchair users who  
8 must board or deplane using an aisle chair or other board-  
9 ing device.

10 (b) *REQUIREMENTS.*—The training standards devel-  
11 oped under subsection (a) shall require, at a minimum, that  
12 airline personnel or contractors who assist passengers who  
13 use wheelchairs who must board or deplane using an aisle  
14 chair or other boarding device—

15 (1) complete refresher training within 18 months  
16 and be recertified on the job within 18 months by a  
17 superior in order to remain qualified for providing  
18 aisle chair assistance; and

19 (2) be able to successfully demonstrate each of  
20 following skills in hands-on training sessions before  
21 being allowed to board or deplane a passenger using  
22 an aisle chair or other boarding device:

23 (A) How to safely use the aisle chair, or  
24 other boarding device, including the use of all  
25 straps, brakes, and other safety features.

1           (B) *How to assist in the transfer of pas-*  
2           *sengers to and from their wheelchair, the aisle*  
3           *chair, and the aircraft's passenger seat, either by*  
4           *physically lifting the passenger or deploying a*  
5           *mechanical device for the lift or transfer.*

6           (C) *How to effectively communicate with,*  
7           *and take instruction from, the passenger.*

8           (c) *CONSIDERATIONS.—In conducting the rulemaking*  
9           *under subsection (a), the Secretary shall consider, at a min-*  
10          *imum—*

11           (1) *whether to require air carriers and foreign*  
12          *air carriers to partner with national disability orga-*  
13          *nizations and disabled veterans organizations rep-*  
14          *resenting individuals with disabilities who use wheel-*  
15          *chairs and scooters in developing and reviewing*  
16          *training; and*

17           (2) *whether individuals able to provide boarding*  
18          *and deplaning assistance for passengers with limited*  
19          *or no mobility should receive training incorporating*  
20          *procedures from medical professionals on how to*  
21          *properly lift these passengers.*

22          (d) *FINAL RULE.—Not later than 12 months after the*  
23          *date of enactment of this Act, the Secretary shall issue a*  
24          *final rule pursuant to the rulemaking conducted under this*  
25          *section.*

1       (e) *PENALTIES.*—*The Secretary may assess a civil*  
2 *penalty in accordance with section 46301 of title 49, United*  
3 *States Code, to any air carrier or foreign air carrier who*  
4 *fails to meet the requirements established under the final*  
5 *rule under subsection (d).*

6 **SEC. 722. TRAINING STANDARDS FOR STOWAGE OF WHEEL-**  
7 **CHAIRS AND SCOOTERS.**

8       (a) *RULEMAKING.*—*Not later than 6 months after the*  
9 *date of enactment of this Act, the Secretary of Transpor-*  
10 *tation shall issue a notice of proposed rulemaking to develop*  
11 *minimum training standards related to stowage of wheel-*  
12 *chairs and scooters used by passengers with disabilities on*  
13 *aircraft.*

14       (b) *REQUIREMENTS.*—*The training standards devel-*  
15 *oped under subsection (a) shall require, at a minimum, that*  
16 *personnel and contractors of air carriers and foreign air*  
17 *carriers who stow wheelchairs and scooters on aircraft—*

18               (1) *complete refresher training within 18 months*  
19 *and be recertified on the job within 18 months by a*  
20 *superior in order to remain qualified for handling*  
21 *and stowing wheelchairs and scooters; and*

22               (2) *be able to successfully demonstrate the each*  
23 *of following skills in hands-on training sessions before*  
24 *being allowed to handle or stow a wheelchair or scoot-*  
25 *er:*



1           (A) *How to properly handle and configure,*  
2           *at a minimum on a common design for power*  
3           *and manual wheelchairs and scooters for stowage*  
4           *on each aircraft type operated by the air carrier*  
5           *or foreign air carrier.*

6           (B) *How to properly review any wheelchair*  
7           *or scooter information provided by the passenger*  
8           *or the wheelchair or scooter manufacturer.*

9           (C) *How to properly load, secure, and un-*  
10          *load wheelchairs and scooters, including how to*  
11          *use any specialized equipment for loading or un-*  
12          *loading, on each aircraft type operated by the*  
13          *air carrier or foreign air carrier.*

14          (c) *CONSIDERATIONS.—In conducting the rulemaking*  
15          *under subsection (a), the Secretary shall consider, at a min-*  
16          *imum whether to require air carriers and foreign air car-*  
17          *riers to partner with wheelchair or scooter manufacturers,*  
18          *national disability and disabled veterans organizations rep-*  
19          *resenting individuals who use wheelchairs and scooters, and*  
20          *aircraft manufacturers, in developing training.*

21          (d) *FINAL RULE.—Not later than 12 months after the*  
22          *date of enactment of this Act, the Secretary shall issue a*  
23          *final rule pursuant to the rulemaking conducted under this*  
24          *section.*

1       (e) *PENALTIES.*—*The Secretary may assess a civil*  
2 *penalty in accordance with section 46301 of title 49, United*  
3 *States Code, to any air carrier or foreign air carrier who*  
4 *fails to meet the requirements established under the final*  
5 *rule under subsection (d).*

6 **SEC. 723. INVESTIGATION OF COMPLAINTS.**

7       *Section 41705(c) of title 49, United States Code, is*  
8 *amended by striking paragraph (1), and inserting the fol-*  
9 *lowing:*

10           “(1) *IN GENERAL.*—*The Secretary shall—*

11                   “(A) *not later than 120 days after the re-*  
12 *ceipt of any complaint of a violation of this sec-*  
13 *tion or a regulation prescribed under this sec-*  
14 *tion, investigate such complaint; and*

15                   “(B) *provide, in writing, to the individual*  
16 *that filed the complaint and the air carrier or*  
17 *foreign air carrier alleged to have violated this*  
18 *section or a regulation prescribed under this sec-*  
19 *tion, the determination of the Secretary with re-*  
20 *spect to—*

21                           “(i) *whether the air carrier or foreign*  
22 *air carrier violated this section or a regula-*  
23 *tion prescribed under this section;*

24                           “(ii) *the facts underlying the com-*  
25 *plaint; and*

1                   “(iii) any action the Secretary is tak-  
2                   ing in response to the complaint.”.

3 **SEC. 724. STANDARDS.**

4       (a) AIRCRAFT ACCESS STANDARDS.—

5           (1) STANDARDS.—

6                   (A) ADVANCE NOTICE OF PROPOSED RULE-  
7                   MAKING.—Not later than 1 year after the date of  
8                   enactment of this Act, the Secretary of Transpor-  
9                   tation shall issue an advanced notice of proposed  
10                  rulemaking regarding standards to ensure that  
11                  the aircraft boarding and deplaning process is  
12                  accessible, in terms of design for, transportation  
13                  of, and communication with, individuals with  
14                  disabilities, including individuals who use wheel-  
15                  chairs.

16                  (B) NOTICE OF PROPOSED RULEMAKING.—  
17                  Not later than 1 year after the date on which the  
18                  advanced notice of proposed rulemaking under  
19                  subparagraph (A) is completed, the Secretary  
20                  shall issue a notice of proposed rulemaking re-  
21                  garding standards addressed in subparagraph  
22                  (A).

23                  (C) FINAL RULE.—Not later than 1 year  
24                  after the date on which the notice of proposed

1           *rulemaking under subparagraph (B) is com-*  
2           *pleted, the Secretary shall issue a final rule.*

3           (2) *COVERED AIRPORT, EQUIPMENT, AND FEA-*  
4           *TURES.—The standards prescribed under paragraph*  
5           *(1)(A) shall address, at a minimum—*

6                     *(A) boarding and deplaning equipment;*

7                     *(B) improved procedures to ensure the pri-*  
8                     *ority cabin stowage for manual assistive devices*  
9                     *pursuant to section 382.67 of title 14, Code of*  
10                    *Federal Regulations; and*

11                    *(C) improved cargo hold storage to prevent*  
12                    *damage to assistive devices.*

13           (3) *CONSULTATION.—For purposes of the rule-*  
14           *making under this subsection, the Secretary shall con-*  
15           *sult with the Access Board and any other relevant de-*  
16           *partment or agency to determine appropriate accessi-*  
17           *bility standards.*

18           (b) *IN-FLIGHT ENTERTAINMENT RULEMAKING.—Not*  
19           *later than 1 year after the date of the enactment of this*  
20           *Act, the Secretary shall issue a notice of proposed rule-*  
21           *making in accordance with the November 22, 2016, resolu-*  
22           *tion of the Department of Transportation ACCESS Com-*  
23           *mittee and the consensus recommendation set forth in the*  
24           *Term Sheet Reflecting Agreement of the Access Committee*  
25           *Regarding In-Flight Entertainment.*

1           (c) *NEGOTIATED RULEMAKING ON IN-CABIN WHEEL-*  
2 *CHAIR RESTRAINT SYSTEMS AND ENPLANING AND*  
3 *DEPLANING STANDARDS.—*

4           (1) *TIMING.—*

5                   (A) *IN GENERAL.—Not later than 1 year*  
6 *after completion of the report required by section*  
7 *712(d)(3), and if such report finds economic and*  
8 *financial feasibility of air carriers and foreign*  
9 *air carriers implementing seating arrangements*  
10 *that accommodate individuals with disabilities*  
11 *using wheelchairs (including power wheelchairs,*  
12 *manual wheelchairs, and scooters) in the main*  
13 *cabin during flight, the Secretary shall conduct*  
14 *a negotiated rulemaking on new type certificated*  
15 *aircraft standards for seating arrangements that*  
16 *accommodate such individuals in the main cabin*  
17 *during flight or an accessible route to a min-*  
18 *imum of 2 aircraft passenger seats for passengers*  
19 *to access from personal assistive devices of such*  
20 *individuals.*

21                   (B) *REQUIREMENT.—The negotiated rule-*  
22 *making under subparagraph (A) shall include*  
23 *participation of representatives of—*

24                           (i) *air carriers;*

25                           (ii) *aircraft manufacturers;*

1                   (iii) national disability organizations;

2                   (iv) aviation safety experts; and

3                   (v) mobility aid manufacturers.

4                   (2) *NOTICE OF PROPOSED RULEMAKING.*—Not  
5 later than 1 year after the completion of the nego-  
6 tiated rulemaking required under paragraph (1), the  
7 Secretary shall issue a notice of proposed rulemaking  
8 regarding the standards described in paragraph (1).

9                   (3) *FINAL RULE.*—Not later than 1 year after  
10 the date on which the notice of proposed rulemaking  
11 under paragraph (2) is completed, the Secretary shall  
12 issue a final rule regarding the standards described in  
13 paragraph (1).

14                   (4) *CONSIDERATIONS.*—In the negotiated rule-  
15 making and rulemaking required under this sub-  
16 section, the Secretary shall consider—

17                   (A) a reasonable period for the design, cer-  
18 tification, and construction of aircraft that meet  
19 the requirements;

20                   (B) the safety of all persons on-board the  
21 aircraft, including necessary wheelchair stand-  
22 ards and wheelchair compliance with Federal  
23 Aviation Administration crashworthiness and  
24 safety performance criteria; and

1                   (C) the costs of design, installation, equi-  
2                   page, and aircraft capacity impacts, including  
3                   partial fleet equipage and fare impacts.

4           (d) *VISUAL AND TACTILELY ACCESSIBLE ANNOUNCE-*  
5 *MENTS.*—*The Advisory Committee established under section*  
6 *439(g) of the FAA Reauthorization Act of 2018 (49 U.S.C.*  
7 *41705 note) shall examine technical solutions and the feasi-*  
8 *bility of visually and tactilely accessible announcements on-*  
9 *board aircraft.*

10          (e) *AIRPORT FACILITIES.*—*Not later than 2 years after*  
11 *the date of enactment of this Act, the Secretary shall, in*  
12 *direct consultation with the Access Board, prescribe regula-*  
13 *tions setting forth minimum standards under section 41705*  
14 *of title 49, United States Code, that ensure all gates (includ-*  
15 *ing counters), ticketing areas, and customer service desks*  
16 *covered under such section at airports are accessible to and*  
17 *usable by all individuals with disabilities, including*  
18 *through the provision of visually and tactilely accessible an-*  
19 *nouncements and full and equal access to aural communica-*  
20 *tions.*

21          (f) *DEFINITIONS.*—*In this section:*

22               (1) *ACCESS BOARD.*—*The term “Access board”*  
23 *means the Architectural and Transportation Barriers*  
24 *Compliance Board.*

1           (2) *AIR CARRIER*.—The term “air carrier” has  
2           the meaning given such term in section 40102 of title  
3           49, United States Code.

4           (3) *INDIVIDUAL WITH A DISABILITY*.—The term  
5           “individual with a disability” has the meaning given  
6           such term in section 382.3 of title 14, Code of Federal  
7           Regulations.

8           (4) *FOREIGN AIR CARRIER*.—The term “foreign  
9           air carrier” has the meaning given such term in sec-  
10          tion 40102 of title 49, United States Code.

## 11           ***Subtitle B—Air Traffic***

### 12          ***SEC. 741. TRANSFERS OF AIR TRAFFIC SYSTEMS ACQUIRED***

#### 13                           ***WITH AIP.***

14          Section 44502(e) of title 49, United States Code, is  
15          amended—

16               (1) in paragraph (1) by inserting “in a non-  
17               contiguous State” after “An airport”;

18               (2) in paragraph (3)—

19                       (A) in subparagraph (B) by striking “or”  
20                       at the end;

21                       (B) in subparagraph (C) by striking the pe-  
22                       riod at the end and inserting “; or”; and

23                       (C) by adding at the end the following:



1           “(D) a Medium Intensity Approach Light-  
2           ing System with Runway Alignment Indicator  
3           Lights.”; and

4           (3) by adding at the end the following:

5           “(4) *EXCEPTION.*—The requirement under para-  
6           graph (1) that an eligible air traffic system or equip-  
7           ment be purchased in part using a Government air-  
8           port aid program, airport development aid program,  
9           or airport improvement project grant shall not apply  
10          if the system or equipment is installed at an airport  
11          that is categorized as a basic or local general aviation  
12          airport under the most recently published national  
13          plan of integrated airport systems under section  
14          47103.”.

15 **SEC. 742. NEXTGEN PROGRAMS.**

16          (a) *IN GENERAL.*—Not later than 180 days after the  
17          date of enactment of this Act, and periodically thereafter  
18          as the Administrator of the Federal Aviation Administra-  
19          tion determines appropriate, the Administrator shall con-  
20          vene Administration officials to evaluate and expedite the  
21          implementation of NextGen programs and capabilities.

22          (b) *NEXTGEN PROGRAM PRIORITIZATION.*—In allo-  
23          cating amounts appropriated pursuant to section 48101(a)  
24          of title 49, United States Code, the Secretary of Transpor-  
25          tation shall give priority to the following activities:

1           (1) *Performance-based navigation.*

2           (2) *Data communications.*

3           (3) *Terminal flight data manager.*

4           (4) *Aeronautical information management.*

5       (c) *PERFORMANCE-BASED NAVIGATION.—*

6           (1) *IN GENERAL.—Not later than 3 years after*  
7 *the date of enactment of this Act, the Administrator*  
8 *shall fully implement performance-based navigation*  
9 *procedures for all terminal and enroute routes, in-*  
10 *cluding approach and departure procedures for cov-*  
11 *ered airports.*

12           (2) *SPECIFIC PROCEDURES.—Pursuant to para-*  
13 *graph (1), the Administrator shall prioritize the fol-*  
14 *lowing performance-based navigation procedures:*

15                   (A) *Trajectory-based operations.*

16                   (B) *Optimized profile descents.*

17                   (C) *Multiple airport route separation.*

18                   (D) *Established on required navigation per-*  
19 *formance.*

20                   (E) *Converging runway display aids.*

21           (3) *PERFORMANCE-BASED NAVIGATION BASELINE*  
22 *EQUIPAGE REQUIREMENTS.—In carrying out para-*  
23 *graph (1), the Administrator shall issue such regula-*  
24 *tions as may be required, and publish applicable ad-*  
25 *visory circulars, to establish the equipage baseline ap-*

1       *appropriate for aircraft to safely use performance-based*  
2       *navigation procedures.*

3       *(d) DATA COMMUNICATIONS.—*

4             *(1) IN GENERAL.—Not later than 2 years after*  
5       *the date of enactment of this Act, the Administrator*  
6       *shall fully implement the use of data communications.*

7             *(2) SPECIFIC CAPABILITIES.—In carrying out*  
8       *subsection (a) and this subsection, the Administrator*  
9       *shall prioritize the following data communications ca-*  
10       *pabilities:*

11                *(A) Ground-to-ground message exchange for*  
12       *surface aircraft operations and runway safety at*  
13       *airports.*

14                *(B) Automated message generation and re-*  
15       *ceipt.*

16                *(C) Message routing and transmission.*

17                *(D) Direct communications with aircraft*  
18       *avionics.*

19                *(E) Implementation of data communica-*  
20       *tions at all Air Route Traffic Control Centers.*

21                *(F) The Future Air Navigation System.*

22       *(e) TERMINAL FLIGHT DATA MANAGER.—*

23             *(1) IN GENERAL.—Not later than 4 years after*  
24       *the date of enactment of this Act, the Administrator*

1       *shall replace the traffic flow management system with*  
2       *the flow data management system at covered airports.*

3           (2) *ELECTRONIC FLIGHT STRIPS.*—*In carrying*  
4       *out paragraph (1), the Administrator shall implement*  
5       *electronic flight strips, at a minimum, at the air traf-*  
6       *fic control towers of covered airports and all terminal*  
7       *radar approach control and air route traffic control*  
8       *centers.*

9           (f) *AERONAUTICAL INFORMATION MANAGEMENT SYS-*  
10       *TEMS.*—

11           (1) *IN GENERAL.*—*Not later than 3 years after*  
12       *the date of enactment of this Act, the Administrator*  
13       *shall fully modernize the aeronautical information*  
14       *management systems of the Federal Aviation Admin-*  
15       *istration to improve the functionality, useability, du-*  
16       *rability, and reliability of such systems used in the*  
17       *national airspace system.*

18           (2) *REQUIREMENTS.*—*In carrying out para-*  
19       *graph (1), the Administrator shall—*

20                   (A) *improve the distribution of critical safe-*  
21                   *ty information to pilots, air traffic control, and*  
22                   *other relevant aviation stakeholders;*

23                   (B) *fully develop and implement the Enter-*  
24                   *prise Information Display System; and*

1           (C) notwithstanding a centralized aero-  
2           nautical information management system, re-  
3           structure the back-up systems of aeronautical in-  
4           formation management systems to be inde-  
5           pendent and self-sufficient from one another.

6           (g) *EFFECT OF FAILURE TO MEET DEADLINE.*—

7           (1) *NOTIFICATION OF CONGRESS.*—If the Admin-  
8           istrator determines that the Administration has not  
9           or will not meet a deadline established under sub-  
10          section (a), (c), (d), or (e), the Administrator shall,  
11          not later than 30 days after such determination, no-  
12          tify the Committee on Transportation and Infrastruc-  
13          ture of the House of Representatives and the Com-  
14          mittee on Commerce, Science, and Transportation of  
15          the Senate about the failure to meet the target dead-  
16          lines.

17          (2) *CONTENTS OF NOTIFICATION.*—A notification  
18          under paragraph (1) shall be accompanied by the fol-  
19          lowing:

20               (A) An explanation as to why the agency  
21               will not or did not meet the target deadlines de-  
22               scribed in such paragraph.

23               (B) A description of the actions the Admin-  
24               istration plans to take to meet the target dead-  
25               lines described in such paragraph.

1           (3) *BRIEFING.*—*If the Administrator is required*  
2           *to provide notice under paragraph (1), the Adminis-*  
3           *trator shall provide the Committee on Transportation*  
4           *and Infrastructure of the House of Representatives*  
5           *and the Committee on Commerce, Science, and Trans-*  
6           *portation of the Senate bimonthly, in-person briefings*  
7           *as to the progress made by the Administration re-*  
8           *garding implementation under the respective sub-*  
9           *section for which the target deadline will not or was*  
10          *not met until such time as the Administrator has*  
11          *completed the required work under such subsection.*

12          (h) *NEXTGEN ADVISORY COMMITTEE CONSULTA-*  
13          *TION.*—

14                 (1) *IN GENERAL.*—*The Administrator shall con-*  
15                 *sult and task the NextGen Advisory Committee with*  
16                 *providing recommendations on ways to expedite,*  
17                 *prioritize, and fully implement NextGen programs to*  
18                 *realize the operational benefits of such programs.*

19                 (2) *CONSIDERATIONS.*—*In providing rec-*  
20                 *ommendations under paragraph (1), the NextGen Ad-*  
21                 *visory Committee shall consider—*

22                         (A) *air traffic throughput of the national*  
23                         *airspace system;*

24                         (B) *daily operational performance, includ-*  
25                         *ing delays and cancellations; and*

1           (C) *the potential need for performance-based*  
2           *operational metrics related to NextGen pro-*  
3           *grams.*

4           (i) *SUNSET OF NEXTGEN BRAND.—*

5           (1) *IN GENERAL.— Not later than 3 years after*  
6           *the date of enactment of this Act, the Administrator*  
7           *shall terminate the use of the term “Next Generation*  
8           *Air Transportation System” or “NextGen” to describe*  
9           *any air traffic control modernization program of the*  
10          *Administration.*

11          (2) *RULE OF CONSTRUCTION.—Nothing in this*  
12          *subsection shall be construed to—*

13               (A) *terminate any program of the Adminis-*  
14               *tration, including a program that has previously*  
15               *been represented as being a component of the*  
16               *Next Generation Air Transportation System or*  
17               *NextGen in budgetary submission or document of*  
18               *the Administration; or*

19               (B) *prohibit the Administrator from main-*  
20               *taining materials that relate to or reference pro-*  
21               *grams that have previously been represented as*  
22               *being a component of the Next Generation Air*  
23               *Transportation System or NextGen.*

24          (j) *COVERED AIRPORTS DEFINED.—In this section, the*  
25          *term “covered airports” means the 40 airports in the*

1 *United States with the highest number of annual aircraft*  
2 *operations, as of the date of enactment of this Act.*

3 **SEC. 743. AIRSPACE ACCESS.**

4 *(a) COALESCING AIRSPACE.—*

5 *(1) REVIEW OF NATIONAL AIRSPACE SYSTEM.—*

6 *Not later than 3 years after the date of enactment of*  
7 *this Act, the Administrator of the Federal Aviation*  
8 *Administration, in coordination with the Secretary of*  
9 *Defense, shall conduct a comprehensive review of the*  
10 *airspace of the national airspace system, including*  
11 *special use airspace.*

12 *(2) STREAMLINING AND EXPEDITING ACCESS.—*

13 *In carrying out paragraph (1), the Administrator*  
14 *shall identify methods to streamline, expedite, and*  
15 *provide greater flexibility of access to certain cat-*  
16 *egories of airspace for users of the national airspace*  
17 *system who may not regularly have access to such*  
18 *airspace.*

19 *(b) REPORT.—*

20 *(1) IN GENERAL.—Not later than 3 months after*  
21 *the completion of review the under subsection (a), the*  
22 *Administrator shall submit to the Committee on*  
23 *Transportation and Infrastructure of the House of*  
24 *Representatives and the Committee on Commerce,*  
25 *Science, and Transportation of the Senate a report*



1 *describing the findings of such review and any rec-*  
2 *ommendations and proposed actions to improve access*  
3 *to airspace of the national airspace system for the*  
4 *users of such system.*

5 (2) *CONTENTS.—In the report submitted under*  
6 *paragraph (1), the Administrator shall include, at a*  
7 *minimum, the following:*

8 (A) *An identification of current challenges*  
9 *and barriers faced by airspace users in accessing*  
10 *certain categories of airspace, including special*  
11 *use airspace.*

12 (B) *An evaluation of existing procedures,*  
13 *regulations, and requirements that may impede*  
14 *or delay access to certain categories of airspace*  
15 *for certain users of the national airspace system.*

16 (C) *Recommendations for streamlining and*  
17 *expediting the airspace access process, including*  
18 *potential regulatory changes, technological ad-*  
19 *vancements, and enhanced coordination among*  
20 *relevant stakeholders and Federal agencies.*

21 (D) *A proposal for implementing a flexible*  
22 *framework that allows for temporary access to*  
23 *certain categories of airspace, including special*  
24 *use airspace, by users of the national airspace*

1            *system who do not have regular access to such*  
2            *airspace.*

3            *(E) An assessment of the impact airspace*  
4            *access improvements may have on safety, effi-*  
5            *ciency, and economic opportunities for airspace*  
6            *users, including—*

7                    *(i) military operators;*

8                    *(ii) commercial operators; and*

9                    *(iii) general aviation operators.*

10          *(3) IMPLEMENTATION AND FOLLOW-UP.—*

11                  *(A) ACTION PLAN.—Based on the findings,*  
12                  *recommendations, and proposals submitted in*  
13                  *the report under this subsection, the Adminis-*  
14                  *trator shall develop an action plan for imple-*  
15                  *menting any recommendations and proposals*  
16                  *necessary to improve airspace access.*

17                  *(B) COORDINATION AND COLLABORATION.—*

18                  *In developing the action plan under subpara-*  
19                  *graph (A), the Administrator shall coordinate*  
20                  *with relevant stakeholders, including airspace*  
21                  *users and the Secretary of Defense, to ensure—*

22                          *(i) effective implementation of the ac-*  
23                          *tion plan; and*

24                          *(ii) ongoing collaboration in address-*  
25                          *ing airspace access challenges.*

1           (C) *PROGRESS REPORTS.*—*The Administrator shall provide to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate periodic progress reports in the form of briefings on the implementation of the action plan developed under this paragraph, including updates on the adoption of streamlined procedures, technological enhancements, and any regulatory changes necessary to improve airspace access and flexibility.*

13 **SEC. 744. AIRSPACE TRANSITION COMPLETION.**

14           (a) *IN GENERAL.*—*Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall ensure that responsibility for the Newark, New Jersey radar sector is moved to the Philadelphia terminal radar approach control facility.*

20           (b) *STAFFING.*—*In carrying out subsection (a), the Administrator may not—*

22                   (1) *require the temporary or permanent movement of any personnel from the New York terminal radar approach control facility to the Philadelphia terminal radar approach control facility, but may so-*

1        *licit such personnel to volunteer to temporarily or*  
2        *permanently facilitate the move required under sub-*  
3        *section (a); or*

4            (2) *reduce the target staffing level of the New*  
5        *York terminal radar approach control facility.*

6        (c) **CONGRESSIONAL BRIEFINGS.**—*Not later than 180*  
7        *days after the date of enactment of this Act and every 60*  
8        *days thereafter, the Administrator and the head of the col-*  
9        *lective bargaining unit representing air traffic controllers*  
10       *shall brief the Committee on Transportation and Infra-*  
11       *structure of the House of Representatives and the Committee*  
12       *on Commerce, Science, and Transportation of the Senate*  
13       *on the status of the move required under subsection (a) until*  
14       *such time as the Newark, New Jersey radar sector is under*  
15       *the full responsibility of the Philadelphia terminal radar*  
16       *approach control facility.*

17       **SEC. 745. FAA CONTRACT TOWERS.**

18       (a) **OPERATIONAL READINESS INSPECTIONS.**—*Not*  
19       *later than 180 days after the date of enactment of this Act,*  
20       *the Administrator of the Federal Aviation Administration*  
21       *shall update applicable regulations, standards, and guid-*  
22       *ance on operational readiness inspections related to the*  
23       *Federal Aviation Administration Contract Tower program*  
24       *to provide airport sponsors acting in good faith with 7*

1 *years to complete such inspections after receiving a benefit-*  
2 *to-cost ratio of air traffic control services for an airport.*

3 *(b) FCT CONTROLLER AIRSPACE AWARENESS.—*

4 *(1) IN GENERAL.—Not later than 1 year after*  
5 *the date of enactment of this Act, the Administrator*  
6 *shall authorize the use of advanced technology at Fed-*  
7 *eral Aviation Administration contract towers to en-*  
8 *hance air traffic controller situational awareness.*

9 *(2) EQUIPMENT STANDARDS.—In carrying out*  
10 *paragraph (1), the Administrator shall establish*  
11 *standards and criteria identical to such standards*  
12 *and criteria applicable to Federal Aviation Adminis-*  
13 *tration air traffic controllers for the use of advanced*  
14 *technology in air traffic control towers.*

15 *(3) RECURRENCE TRAINING.—In carrying out*  
16 *this subsection, the Administrator, in coordination*  
17 *with Federal Aviation Administration contract tower*  
18 *contractors, shall establish an appropriate training*  
19 *program to periodically train air traffic controllers*  
20 *employed by such contractors to ensure proper inte-*  
21 *gration and use of advanced technologies at Federal*  
22 *Aviation Administration contract towers.*

23 *(c) LIABILITY INSURANCE.—Not later than 2 years*  
24 *after the date of enactment of this Act, the Secretary of*  
25 *Transportation, in consultation with industry experts in-*

1 *cluding Federal Aviation Administration contract tower*  
2 *contractors and aviation insurance providers, shall—*

3 *(1) assess existing liability limits for contract*  
4 *tower contractors established by the Secretary; and*

5 *(2) determine whether such limits should be up-*  
6 *dated.*

7 **SEC. 746. FAA CONTRACT TOWER WORKFORCE AUDIT.**

8 *(a) IN GENERAL.—Not later than 90 days after the*  
9 *date of enactment of this Act, the inspector general of the*  
10 *Department of Transportation shall initiate an audit of the*  
11 *workforce needs of the Federal Aviation Administration*  
12 *Contract Tower Program.*

13 *(b) CONTENTS.—In conducting the audit required*  
14 *under subsection (a), the inspector general shall, at a min-*  
15 *imum—*

16 *(1) review the assumptions and methodologies*  
17 *used in assessing the source of Federal Aviation Ad-*  
18 *ministration contract towers staffing to determine the*  
19 *adequacy of staffing levels at such towers;*

20 *(2) determine whether there is a need to establish*  
21 *an air traffic controller training program to allow*  
22 *Federal Aviation Administration contract tower con-*  
23 *tractors to conduct—*

24 *(A) initial training of air traffic controllers*  
25 *employed by such contractors; or*

1                   (B) *on-the-job training of such controllers;*  
2                   *and*

3                   (3) *assess whether establishing pathways to allow*  
4                   *Federal Aviation Administration contract tower con-*  
5                   *tractors to use the air traffic technical training acad-*  
6                   *emy of the Federal Aviation Administration, or other*  
7                   *means such as higher educational institutions, to pro-*  
8                   *vide initial technical training for air traffic control-*  
9                   *lers employed by such contractors could help address*  
10                  *the workforce needs of the FAA contract tower pro-*  
11                  *gram.*

12                  (c) *REPORT.—Not later than 90 days after the comple-*  
13                  *tion of the audit under subsection (a), the inspector general*  
14                  *shall submit to the Committee on Transportation and In-*  
15                  *frastructure of the House of Representatives and the Com-*  
16                  *mittee on Commerce, Science, and Transportation of the*  
17                  *Senate a report on the findings of such audit and any rec-*  
18                  *ommendations as a result of such audit.*

19                  **SEC. 747. AVIATION INFRASTRUCTURE SUSTAINMENT.**

20                  (a) *IN GENERAL.—Not later than 2 years after the*  
21                  *date of enactment of this Act, the Administrator of the Fed-*  
22                  *eral Aviation Administration shall develop performance*  
23                  *metrics with which the Administrator can assess the oper-*  
24                  *ation of safety-critical communication, navigation, and*

1 *surveillance aviation infrastructure within the national*  
2 *airspace system.*

3 (b) *PERFORMANCE METRICS NECESSARY TO REMAIN*  
4 *IN SERVICE.—*

5 (1) *IN GENERAL.—After developing the perform-*  
6 *ance metrics under subsection (a), the Administrator*  
7 *shall carry out an assessment to determine which ap-*  
8 *plicable aviation infrastructure are to remain in*  
9 *operational service.*

10 (2) *CONSIDERATIONS.—In making an assessment*  
11 *under paragraph (1), the Administrator shall take*  
12 *into consideration the following:*

13 (A) *The expected lifespan of such aviation*  
14 *infrastructure.*

15 (B) *The number and type of mechanical*  
16 *failures of such aviation infrastructure.*

17 (C) *The average annual costs of maintain-*  
18 *ing such aviation infrastructure over a 5-year*  
19 *timespan and whether such costs exceed the*  
20 *amount to replace such aviation infrastructure.*

21 (D) *The availability of replacement parts or*  
22 *labor capable of maintaining such aviation in-*  
23 *frastructure.*

24 (E) *Any other factors the Administrator de-*  
25 *termines are necessary.*



1           (c) *PUBLICATION.*—*The Administrator shall make the*  
2 *performance metrics established under subsection (b) avail-*  
3 *able to the public through the website of the Administration,*  
4 *or other appropriate methods of publication, and shall en-*  
5 *sure that any information made available to the public*  
6 *under this subsection is made available in a manner that—*

7                   (1) *does not provide identifying information re-*  
8 *garding an individual or entity;*

9                   (2) *prevents inappropriate disclosure of propri-*  
10 *etary information; and*

11                   (3) *does not disclose information that may pose*  
12 *a cybersecurity risk.*

13 **SEC. 748. AIR TRAFFIC CONTROL TOWER SAFETY.**

14           *In designing, adopting a design, or constructing an*  
15 *air traffic control tower based on a previously adopted de-*  
16 *sign, the Administrator of the Federal Aviation Adminis-*  
17 *tration shall ensure that the safety of the national airspace*  
18 *system, the safety of employees of the Administration, the*  
19 *operational reliability of air traffic control towers, and the*  
20 *costs of such towers are the primary consideration in such*  
21 *design, adoption, or construction.*

22 **SEC. 749. AIR TRAFFIC SERVICES DATA REPORTS.**

23           *Section 45303(g) of title 49, United States Code, is*  
24 *amended—*

1           (1) in paragraph (2)(A) by striking “8 years”  
2           and inserting “14 years”; and

3           (2) in paragraph (3)(A) by adding at the end  
4           the following:

5                           “(xvi) Operators of commercial space  
6                           transportation launch and reentry vehi-  
7                           cles.”.

8   **SEC. 750. CONSIDERATION OF SMALL HUB CONTROL TOW-**  
9                           **ERS.**

10           *In selecting projects for the replacement of federally*  
11           *owned air traffic control towers from funds made available*  
12           *pursuant to title VIII of division J of the Infrastructure*  
13           *Investment and Jobs Act (Public Law 117–58) under the*  
14           *heading “Federal Aviation Administration—Facilities and*  
15           *Equipment”, the Administrator of the Federal Aviation Ad-*  
16           *ministration shall consider selecting projects at small hub*  
17           *commercial service airports with control towers that are at*  
18           *least 50 years old.*

19   **SEC. 751. AIR TRAFFIC CONTROL TOWER REPLACEMENT**  
20                           **PROCESS REPORT.**

21           (a) *REPORT REQUIRED.*—*Not later than 120 days*  
22           *after the date of enactment of this Act, the Administrator*  
23           *of the Federal Aviation Administration shall submit to*  
24           *Congress a report on the process by which air traffic control*  
25           *tower facilities are chosen for replacement.*

1       (b) *CONTENTS.*—*The report required under subsection*

2       (a) *shall contain—*

3               (1) *the process by which air traffic control tower*  
4               *facilities are chosen for replacement, including which*  
5               *divisions of the Administration control or are in-*  
6               *involved in the replacement decision making process;*

7               (2) *the criteria the Administrator uses to deter-*  
8               *mine which air traffic control tower facilities to re-*  
9               *place, including—*

10                   (A) *the relative importance of each such cri-*  
11                   *teria;*

12                   (B) *why the Administrator uses each such*  
13                   *criteria; and*

14                   (C) *the reasons for the relative importance*  
15                   *of each such criteria;*

16               (3) *what types of investigation the Adminis-*  
17               *trator carries out to determine if an air traffic con-*  
18               *trol tower facility should be replaced;*

19               (4) *a timeline of the replacement process for an*  
20               *individual air traffic control tower facility replace-*  
21               *ment;*

22               (5) *the list of facilities established under sub-*  
23               *section (c), including the reason for selecting each*  
24               *such facility; and*

1           (6) any other information the Administrator  
2           considers relevant.

3           (c) *LIST OF REPLACED AIR TRAFFIC CONTROL TOWER*  
4 *FACILITIES.*—The Administrator shall establish, maintain,  
5 and publish on the website of the Federal Aviation Adminis-  
6 tration a list of the following:

7           (1) All air traffic control tower facilities replaced  
8           within the previous 10-year period.

9           (2) Any such facilities in the process of being re-  
10          placed.

11 **SEC. 752. FAA CONTRACT TOWER PILOT PROGRAM.**

12          (a) *IN GENERAL.*—Not later than 180 days after the  
13 date of enactment of this Act, the Administrator of the Fed-  
14 eral Aviation Administration shall establish a pilot pro-  
15 gram to convert up to 3 high-activity contract towers under  
16 the Federal Aviation Administration Contract Tower Pro-  
17 gram under section 47124 of title 49, United States Code,  
18 to visual flight rule towers staffed by the Administration.

19          (b) *PRIORITY.*—In selecting facilities to participate in  
20 the pilot program under subsection (a), the Administrator  
21 shall give priority to towers that—

22           (1) had over 200,000 in annual tower operations  
23           in calendar year 2022 or a small hub airport with  
24           more than 900,000 passenger enplanements in cal-  
25           endar year 2021;

1           (2) *have controls towers that are either owned by*  
 2           *the Administration or are constructed to Administra-*  
 3           *tion standards; and*

4           (3) *operate within a complex air space, includ-*  
 5           *ing space used by air carriers, for general aviation,*  
 6           *and by military aircraft.*

7           (c) *CONTROLLER RETENTION.—The Administrator*  
 8           *shall appoint to the position of air traffic controller all air*  
 9           *traffic controllers employed as a Federal contract tower op-*  
 10          *erator and assigned to the air traffic control tower pilot*  
 11          *program as of the date of enactment of this Act so long*  
 12          *as such operator—*

13           (1) *meets the qualifications contained in section*  
 14           *44506(f)(1)(A) of title 49, United States Code; and*

15           (2) *has all other pre-employment qualifications*  
 16           *required by law.*

17           ***Subtitle C—Small Community Air***  
 18   ***Service***

19           ***SEC. 771. ESSENTIAL AIR SERVICE REFORMS.***

20           (a) *REDUCTION IN SUBSIDY CAP.—Section*  
 21           *41731(a)(1)(C) of title 49, United States Code, is amended*  
 22           *to read as follows:*

23                                   *“(C) had an average subsidy per pas-*  
 24                                   *senger—*

1                   “(i) of less than \$1,000 during the  
2                   most recent fiscal year beginning before Oc-  
3                   tober 1, 2026, as determined in subpara-  
4                   graph (D) by the Secretary; or

5                   “(ii) of \$500 or less during the most  
6                   recent fiscal year beginning on or after Oc-  
7                   tober 1, 2026; and”.

8                   (b) *RESTRICTION ON LENGTH OF ROUTES.*—

9                   (1) *IN GENERAL.*—Section 41732(a)(1) of title  
10                  49, United States Code, is amended by inserting “less  
11                  than 650 miles from an eligible place (unless such  
12                  airport or eligible place are located in a non-contig-  
13                  uous State)” after “hub airport”.

14                  (2) *EXCEPTION.*—The amendment made by  
15                  paragraph (1) shall not apply to any contract or re-  
16                  newal of such contract with an air carrier for essen-  
17                  tial air service compensation under subchapter II of  
18                  chapter 417 of title 49, that was—

19                         (A) entered into before the date of enactment  
20                         of this Act; and

21                         (B) still in effect on the date of enactment  
22                         of this Act.

23                  (3) *SUNSET.*—Paragraph (2) shall cease to have  
24                  effect after September 30, 2028.

1       (c) *APPLICANT SELECTION CONSIDERATIONS.*—Sec-  
2       tion 41733(c)(1) of title 49, United States Code, is amend-  
3       ed—

4               (1) by striking “giving substantial weight to”  
5       and inserting “including”;

6               (2) in subparagraph (E) by striking “and” at  
7       the end;

8               (3) in subparagraph (F) by striking the period  
9       at the end and inserting “; and”; and

10              (4) by adding at the end the following:

11              “(G) the total compensation proposed by the air  
12       carrier for providing scheduled air service under this  
13       section.”.

14       (d) *COST SHARE.*—

15              (1) *SECTION 41737.*—Section 41737(a)(1) of title  
16       49, United States Code, is amended—

17                      (A) in subparagraph (D) by striking “and”  
18       at the end;

19                      (B) in subparagraph (E) by striking the pe-  
20       riod at the end and inserting “; and”; and

21                      (C) by adding at the end the following:

22                      “(F) require that, for a contract to provide air  
23       service that is entered into or renewed under this sub-  
24       chapter after September 30, 2026, the Government’s  
25       share of the compensation is 95 percent.”.

1           (2) *SECTION 41731.*—Section 41731 of title 49,  
2           *United States Code, is amended—*

3                   (A) *in subsection (c) by inserting “and sec-*  
4                   *tion 41737(a)(1)(F)” after “subsection (a)(1)”;*  
5                   *and*

6                   (B) *in subsection (d) by inserting “and sec-*  
7                   *tion 41737(a)(1)(F)” after “Subsection*  
8                   *(a)(1)(B)”.*

9           **SEC. 772. ESSENTIAL AIR SERVICE AUTHORIZATION.**

10           *Section 41742(a)(2) of title 49, United States Code,*  
11           *is amended by striking “\$155,000,000 for fiscal year 2018”*  
12           *an all that follows through “\$172,000,000 for fiscal year*  
13           *2023” and inserting “\$332,000,000 for fiscal year 2024,*  
14           *\$312,000,000 for fiscal year 2025, \$300,000,000 for fiscal*  
15           *year 2026, \$265,000,000 for fiscal year 2027, and*  
16           *\$252,000,000 for fiscal year 2028”.*

17           **SEC. 773. SMALL COMMUNITY AIR SERVICE DEVELOPMENT**  
18                               **PROGRAM REFORM AND AUTHORIZATION.**

19                   (a) *SAME PROJECTS LIMIT.*—Section 41743(c)(4)(B)  
20                   *of title 49, United States Code, is amended by striking “10-*  
21                   *year” and inserting “6-year”.*

22                   (b) *PRIORITIES.*—Section 41743(c)(5) of title 49,  
23                   *United States Code, is amended—*



1           (1) *by redesignating subparagraphs (B) through*  
2           *(G) as subparagraphs (C) through (H), respectively;*  
3           *and*

4           (2) *by adding after subparagraph (A) the fol-*  
5           *lowing—*

6                     *“(B) the community has demonstrated sup-*  
7                     *port from at least 1 air carrier to provide serv-*  
8                     *ice;”.*

9           (c) *AUTHORIZATION.—Section 41743(e)(2) of title 49,*  
10          *United States Code, is amended by striking “2023” and in-*  
11          *serting “2028”.*

12          **SEC. 774. GAO STUDY ON INCREASED COSTS OF ESSENTIAL**  
13                                 **AIR SERVICE.**

14          (a) *STUDY.—The Comptroller General of the United*  
15          *States shall conduct a study of the change in costs of the*  
16          *essential air service program under sections 41731 through*  
17          *41742 of title 49, United States Code.*

18          (b) *CONTENTS.—In conducting the study required*  
19          *under subsection (a), the Comptroller General shall—*

20                     (1) *assess trends in costs of the essential air serv-*  
21                     *ice program under sections 41731 through 41742 of*  
22                     *title 49, United States Code, over the 10-year period*  
23                     *ending on the date of enactment of this Act;*

24                     (2) *review potential causes for the increased cost*  
25                     *of the essential air service program, including—*

- 1           (A) labor costs;
- 2           (B) fuel costs;
- 3           (C) aging aircraft costs;
- 4           (D) air carrier opportunity costs; and
- 5           (E) airport costs; and

6           (3) assess the effects of the COVID–19 pandemic  
7           on the costs of the essential air service program under  
8           sections 41731 through 41742 of title 49, United  
9           States Code.

10          (c) *REPORT.*—Not later than 18 months after the date  
11          of enactment of this Act, the Comptroller General shall sub-  
12          mit to the Committee on Transportation and Infrastructure  
13          of the House of Representatives and to the Committee on  
14          Commerce, Science, and Transportation of the Senate a re-  
15          port on the results of the study conducted under subsection  
16          (a).

## 17           **TITLE VIII—MISCELLANEOUS**

### 18           **SEC. 801. DIGITALIZATION OF FAA PROCESSES.**

19           (a) *IDENTIFICATION.*—Not later than 2 years after the  
20           date of enactment of this Act, the Administrator of the Fed-  
21           eral Aviation Administration shall identify and catalog  
22           programs, activities, or processes that require paper-based  
23           information exchange between—

- 24           (1) external entities and the Administration; or
- 25           (2) offices within the Administration.

1       (b) *DIGITALIZATION.*—On an ongoing basis, and as  
2 appropriate, the Administrator shall transition the paper-  
3 based processes identified under subsection (a) to processes  
4 that support secure digital information submission, ex-  
5 change, collaboration, and approval.

6       (c) *BRIEFING.*—Not later than 60 days after com-  
7 pleting the required identification and catalog in subsection  
8 (a), the Administrator shall brief the Committee on Trans-  
9 portation and Infrastructure of the House of Representa-  
10 tives and the Committee on Commerce, Science, and Trans-  
11 portation of the Senate on the programs, activities, and  
12 processes identified under subsection (a) and such pro-  
13 grams, activities, and processes that have been identified  
14 for transition under subsection (b).

15 **SEC. 802. FAA TELEWORK.**

16       (a) *IN GENERAL.*—The Administrator of the Federal  
17 Aviation Administration—

18           (1) may establish telework policies for employees  
19 that allow for the Administration to reduce the office  
20 footprint and associated expenses of the Administra-  
21 tion, increase workforce retention, and provide flexi-  
22 bilities that the Administrator believes increases effi-  
23 ciency and effectiveness of the Administration, while  
24 requiring that any such policy—

1           (A) does not adversely impact the mission of  
2           the Administration;

3           (B) does not reduce the safety and efficiency  
4           of the national airspace system;

5           (C) for any employee that is designated as  
6           an officer or executive in the Federal Aviation  
7           Administration Executive System or a political  
8           appointee (as such term is defined in section 106  
9           of title 49, United States Code)—

10           (i) maximizes time at a duty station  
11           for such employee, excluding official travel;  
12           and

13           (ii) may include telework provisions as  
14           determined appropriate by the Adminis-  
15           trator, commensurate with official duties for  
16           such employee;

17           (D) provides for on-the-job training oppor-  
18           tunities for Administration personnel that are  
19           not less than such opportunities available in  
20           2019;

21           (E) reflects the appropriate work status of  
22           employees based on the job functions of such em-  
23           ployee;

24           (F) optimizes the work status of inspectors,  
25           investigators, and other personnel performing

1           *safety-related functions to ensure timely comple-*  
2           *tion of safety oversight activities;*

3           *(G) provides for personnel, including such*  
4           *personnel performing work related to aircraft*  
5           *certification and flight standards, who are re-*  
6           *sponsible for actively working with regulated en-*  
7           *tities, external stakeholders, or other members of*  
8           *the public to be—*

9                     *(i) routinely available on a predictable*  
10                    *basis for in-person and virtual communica-*  
11                    *tions with external persons; and*

12                    *(ii) not hindered from meeting with,*  
13                    *visiting, auditing, or inspecting facilities or*  
14                    *projects of regulated persons due to any*  
15                    *telework policy; and*

16           *(H) provides offices of the Administration*  
17           *opportunities for in-person dialogue, collabora-*  
18           *tion, and ideation for all employees;*

19           *(2) ensures that locality pay for an employee of*  
20           *the Administrator accurately reflects the telework sta-*  
21           *tus and duty station of such employee;*

22           *(3) may not establish a telework policy for an*  
23           *employee of the Administration unless such employee*  
24           *will be provided with secure network capacity, com-*  
25           *munications tools, necessary and secure access to ap-*

1        *appropriate agency data assets and Federal records, and*  
2        *equipment sufficient to enable such employee to be*  
3        *fully productive; and*

4            *(4) not later than 2 years after the date of enact-*  
5        *ment of this Act, shall evaluate and address any*  
6        *telework policies in effect on the day before such date*  
7        *of enactment to ensure that such policies meet the re-*  
8        *quirements of paragraph (1).*

9        *(b) CONGRESSIONAL UPDATE.—Not later than 1 year*  
10       *after the date of enactment of this Act, and 1 year there-*  
11       *after, the Administrator shall brief the Committee on*  
12       *Transportation and Infrastructure of the House of Rep-*  
13       *resentatives and the Committee on Commerce, Science, and*  
14       *Transportation of the Senate on any telework policies cur-*  
15       *rently in place, the implementation of such policies, and*  
16       *the benefits of such policies.*

17       *(c) CONSULTATION.—If the Administrator determines*  
18       *that telework agreements must be updated to implement the*  
19       *requirements of subsection (a), the Administrator shall,*  
20       *prior to updating such agreements, consult with—*

21            *(1) exclusive bargaining representatives of air*  
22        *traffic controllers certified under section 7111 of title*  
23        *5, United States Code; and*

24            *(2) labor organizations certified under such sec-*  
25        *tion as the exclusive bargaining representative of air-*

1        *way transportation systems specialists and aviation*  
2        *safety inspectors of the Federal Aviation Administra-*  
3        *tion.*

4        **SEC. 803. REVIEW OF OFFICE SPACE.**

5        *(a) FAA REVIEW.—*

6                *(1) INITIATION OF REVIEW.—Not later than 30*  
7        *months after the date of enactment of this Act, the*  
8        *Secretary of Transportation shall initiate an inven-*  
9        *tory review of the domestic office footprint of the De-*  
10        *partment of Transportation.*

11                *(2) COMPLETION OF REVIEW.—Not later than 40*  
12        *months after the date of enactment of this Act, the*  
13        *Secretary shall complete the inventory review required*  
14        *under paragraph (1).*

15        *(b) CONTENTS OF REVIEW.—In completing the review*  
16        *under subsection (a), the Secretary shall—*

17                *(1) delineate the domestic office footprint into*  
18        *units of property, as determined appropriate by the*  
19        *Secretary;*

20                *(2) determine unit adequacy related to—*

21                        *(A) the Architectural Barriers Act of 1968*  
22        *(42 U.S.C. 4151 et seq.) and the corresponding*  
23        *accessibility guidelines established under part*  
24        *1191 of title 36, Code of Federal Regulations;*  
25        *and*

1                   (B) *the Americans with Disabilities Act of*  
2                   *1990 (42 U.S.C. 12101 et seq.);*

3                   (3) *determine the feasible occupancy of each such*  
4                   *unit, and provide the methodology used to make the*  
5                   *determination;*

6                   (4) *determine the number of individuals who are*  
7                   *full-time equivalent employees, other employees, or*  
8                   *contractors that have each such unit as a duty station*  
9                   *and determine how telework policies will impact the*  
10                  *usage of each such unit;*

11                  (5) *calculate the amount of available, unused, or*  
12                  *underutilized space in each such unit;*

13                  (6) *consider any lease terms for leased units con-*  
14                  *tained in the domestic office footprint, including cost*  
15                  *and effective dates for each such leased unit; and*

16                  (7) *based on the findings in paragraphs (2)*  
17                  *through (6), and any other metrics the Secretary de-*  
18                  *termines relevant, provide recommendations for opti-*  
19                  *mizing the use of units of property across the Depart-*  
20                  *ment in consultation with appropriate employee labor*  
21                  *representatives.*

22                  (c) *REPORT.*—*Not later than 2 months after com-*  
23                  *pleting the review under subsection (a), the Secretary shall*  
24                  *submit to the Committee on Transportation and Infrastruc-*  
25                  *ture of the House of Representatives and the Committee on*



1 *Commerce, Science, and Transportation of the Senate a*  
2 *final report that proposes opportunities to optimize the do-*  
3 *mestic office footprint of the Administration (and associ-*  
4 *ated costs). In compiling such final report, the Secretary*  
5 *shall describe opportunities for—*

6           (1) *consolidation of offices within a reasonable*  
7 *distance from one another;*

8           (2) *the collocation of regional or satellite offices*  
9 *of separate modes of the Department, including the*  
10 *cost benefits of shared amenities; and*

11           (3) *the use of coworking spaces instead of perma-*  
12 *nent offices.*

13           (d) *DEFINITION OF DOMESTIC OFFICE FOOTPRINT.—*  
14 *In this section, the term “domestic office footprint” means*  
15 *buildings, offices, facilities, and other real property rented,*  
16 *owned, or occupied by the Administration or Department—*

17           (1) *in which employees report for permanent or*  
18 *temporary duty that are not being used for active op-*  
19 *erations of the air traffic control system; and*

20           (2) *which are located within the United States.*

21 **SEC. 804. AIRCRAFT WEIGHT REDUCTION TASK FORCE.**

22           (a) *IN GENERAL.—Not later than 180 days after the*  
23 *date of enactment of this Act, the Administrator of the Fed-*  
24 *eral Aviation Administration shall establish a task force to*

1 *identify ways to safely reduce covered aircraft weight for*  
2 *purposes of reducing fuel burn.*

3 (b) *COMPOSITION.*—*The task force established under*  
4 *subsection (a) shall consist of not more than 20 individuals*  
5 *and shall include representatives of—*

6 (1) *the Federal Aviation Administration;*

7 (2) *other Federal agencies as the Administrator*  
8 *determines appropriate;*

9 (3) *air carriers;*

10 (4) *certified labor organizations representing*  
11 *flight attendants at air carriers operating under part*  
12 *121 of title 14, Code of Federal Regulations;*

13 (5) *certified labor organizations representing*  
14 *aircraft maintenance technicians;*

15 (6) *certified labor organizations representing*  
16 *other aviation workers, as appropriate; and*

17 (7) *aerospace manufacturers.*

18 (c) *REVIEW.*—*The task force established under sub-*  
19 *section (a) shall review and evaluate—*

20 (1) *regulations, requirements, advisory circulars,*  
21 *orders, or other such directives of the Administration*  
22 *related to covered aircraft or covered aircraft oper-*  
23 *ations that may inhibit certification of new mate-*  
24 *rials, manufacturing processes, components, or tech-*

1        *nologies that could reduce aircraft weight or increase*  
2        *fuel efficiency without decreasing safety;*

3            *(2) aspects of covered aircraft design that are*  
4        *outdated or underutilized on the date of enactment of*  
5        *this Act that may unnecessarily increase covered air-*  
6        *craft weight or reduce aircraft fuel efficiency that are*  
7        *not necessary for the safe operation of such aircraft;*

8            *(3) novel technologies and manufacturing proc-*  
9        *esses, including the use of advanced materials, that*  
10       *can safely be used in the construction or modification*  
11       *of covered aircraft, including a component or the inte-*  
12       *rior of such aircraft, to reduce weight or improve fuel*  
13       *efficiency; and*

14           *(4) nonproprietary methods that air carriers*  
15       *have used to safely decrease covered aircraft weight or*  
16       *improve fuel efficiency.*

17       *(d) REPORT.—*

18           *(1) TASK FORCE REPORT.—*

19            *(A) IN GENERAL.—Not later than 3 years*  
20       *after the establishment of the task force under*  
21       *subsection (a), the task force shall submit a re-*  
22       *port on the findings and results of the review*  
23       *and evaluation conducted under subsection (c) to*  
24       *the Administrator.*

1           (B) *RECOMMENDATIONS.*—*In submitting*  
2 *the report required under subparagraph (A), the*  
3 *task force shall include recommendations—*

4           (i) *on actions the Administrator may*  
5 *take to updated regulations, processes, advi-*  
6 *sory circulars, orders, or other such direc-*  
7 *tions of the Administration to enable the*  
8 *certification of new materials, components,*  
9 *manufacturing processes, or technologies*  
10 *that may allow for the safe reduction of cov-*  
11 *ered aircraft weight or the improvement of*  
12 *fuel efficiency; and*

13           (ii) *on best practices for air carriers*  
14 *and aerospace manufacturers to certify such*  
15 *materials, components, manufacturing proc-*  
16 *esses, or technologies.*

17           (C) *APPROXIMATION OF BENEFITS.*—*For*  
18 *each recommendation made under subparagraph*  
19 *(B), the task force shall approximate the fuel*  
20 *savings that could be expected if such rec-*  
21 *ommendation was adopted.*

22           (D) *SUBMISSION TO CONGRESS.*—*Not later*  
23 *than 3 days after receipt of the report required*  
24 *under subparagraph (A), the Administrator shall*  
25 *submit to the Committee on Transportation and*

1           *Infrastructure of the House of Representatives*  
2           *and the Committee on Commerce, Science, and*  
3           *Transportation of the Senate the report and rec-*  
4           *ommendations.*

5           (2) *FAA REPORT.*—*Not later than 120 days after*  
6           *submission of the report under paragraph (1), the Ad-*  
7           *ministrator shall submit to the Committee on Trans-*  
8           *portation and Infrastructure of the House of Rep-*  
9           *resentatives and the Committee on Commerce,*  
10          *Science, and Transportation of the Senate a report—*

11                   (A) *describing the recommendations of the*  
12                   *task force with which the Administrator fully*  
13                   *concur, partially concurs, or does not concur;*

14                   (B) *detailing, for the recommendations with*  
15                   *which the Administrator fully or partially con-*  
16                   *cur—*

17                           (i) *a timeline for implementing such*  
18                           *recommendations; and*

19                           (ii) *possible benefits of using new ma-*  
20                           *terials, manufacturing processes, compo-*  
21                           *nents, or technologies, including fuel sav-*  
22                           *ings, increased capacity, or other benefits as*  
23                           *determined reasonable by the task force; and*

24                   (C) *explaining, for the recommendations*  
25                   *with which the Administrator does not concur,*

1           *the reason for which the Administrator will not*  
2           *implement such recommendations.*

3       (e) *SUNSET.*—

4           (1) *IN GENERAL.*—*The task force established*  
5           *under subsection (a) shall terminate upon submission*  
6           *of the report required under subsection (d)(1)(A).*

7           (2) *EXCEPTION.*—*The Administrator may choose*  
8           *to extend such task force after the submission of the*  
9           *report required under subsection (d)(1)(A), if the Ad-*  
10           *ministrator determines that such an extension would*  
11           *be in the public interest.*

12       (f) *DEFINITION.*—*In this section:*

13           (1) *AIR CARRIER.*—*The term “air carrier”*  
14           *means an air carrier (as such term is defined in sec-*  
15           *tion 40102 of title 49, United States Code) that holds*  
16           *a certificate issued under part 121 of title 14, Code*  
17           *of Federal Regulations.*

18           (2) *AIRCRAFT WEIGHT.*—*The term “aircraft*  
19           *weight” means the gross weight of a covered aircraft*  
20           *in operation.*

21           (3) *COVERED AIRCRAFT.*—*The term “covered air-*  
22           *craft” means an aircraft that is operated by an air*  
23           *carrier that is operating pursuant to a certificate*  
24           *issued under part 121 of title 14, Code of Federal*  
25           *Regulations.*

1 **SEC. 805. AUDIT OF TECHNICAL WRITING RESOURCES AND**  
2 **CAPABILITIES.**

3 (a) *AUDIT BY INSPECTOR GENERAL.*—Not later than  
4 90 days after the date of enactment of this Act, the inspector  
5 general of the Department of Transportation shall initiate  
6 an audit of the technical writing resources and capabilities  
7 of the Federal Aviation Administration as such resources  
8 and capabilities relate to producing rulemaking, policy,  
9 and guidance, to—

10 (1) *determine if such resources and capabilities*  
11 *are adequate; and*

12 (2) *make recommendations for improvement of*  
13 *such resources and capabilities.*

14 (b) *REVIEW.*—In conducting the review required under  
15 subsection (a), the inspector general shall evaluate the tech-  
16 nical writing resources and capabilities of the Administra-  
17 tion in each line of business of the Administration, the Of-  
18 fice of Policy, International Affairs, and Environment, and  
19 the Office of the Chief Counsel, including by reviewing—

20 (1) *the process and resources required to produce*  
21 *initial drafts of rulemaking, policy, and guidance*  
22 *documents;*

23 (2) *the quality of such initial drafts;*

24 (3) *the amount of edits that are required*  
25 *throughout the production of rulemaking, policy, and*  
26 *guidance documents;*

1           (4) *writing support and education tools provided*  
2           *to engineers, managers, and other technical staff of*  
3           *the Administration involved in writing or editing*  
4           *such documents; and*

5           (5) *whether—*

6                 (A) *the Administration has and adheres to*  
7                 *best practices for the drafting of rulemaking, pol-*  
8                 *icy, and guidance documents; and*

9                 (B) *such best practices are—*

10                         (i) *easily accessible and understandable*  
11                         *by employees of the Administration; and*

12                         (ii) *reflect modern writing conventions.*

13           (c) *RECOMMENDATIONS.—In making the recommenda-*  
14           *tions required under subsection (a)(2), the inspector general*  
15           *shall make recommendations to the Administrator of the*  
16           *Federal Aviation Administration on how to improve the*  
17           *quality of written rulemaking, policy, and guidance docu-*  
18           *ments and the speed at which such documents can be pro-*  
19           *duced, internally reviewed, and approved.*

20           (d) *DECONFLICTING SCOPE.—The inspector general*  
21           *shall ensure that the audit required under subsection (a)*  
22           *does not duplicate the evaluation required under section*  
23           *125, except to the extent that duplication is necessary to*  
24           *fully evaluate the technical writing resources and capabili-*  
25           *ties of the Administration.*



1       (e) *REPORT.*—Not later than 1 year after the inspector  
2 general initiates the audit under subsection (a), the inspec-  
3 tor general shall submit to the Committee on Transpor-  
4 tation and Infrastructure of the House of Representatives  
5 and the Committee on Commerce, Science, and Transpor-  
6 tation of the Senate a report on the results of the audit,  
7 including findings and recommendations.

8 **SEC. 806. FAA PARTICIPATION IN INDUSTRY STANDARDS**  
9 **ORGANIZATIONS.**

10       (a) *IN GENERAL.*—The Administrator of the Federal  
11 Aviation Administration shall ensure the participation of  
12 employees of the Administration in the activities of recog-  
13 nized industry standards organizations to advance the  
14 adoption, reference, and acceptance rate of standards and  
15 means of compliance developed by such organizations by the  
16 Administrator.

17       (b) *PARTICIPATION.*—An employee directed by the Ad-  
18 ministrator to participate in a working group, task group,  
19 committee, or similar body of a recognized industry stand-  
20 ards organization shall—

21               (1) actively participate in the discussions and  
22 work of such organization;

23               (2) accurately represent the position of the Ad-  
24 ministration on the subject matter of such discussions  
25 and work;

1           (3) *contribute to the development of work prod-*  
2 *ucts of such organization, unless determined to be in-*  
3 *appropriate by such organization;*

4           (4) *make reasonable efforts to identify and make*  
5 *any concerns of the Administration relating to such*  
6 *work products known to such organization, including*  
7 *through providing formal comments, as may be al-*  
8 *lowed for under the procedures of such organization;*

9           (5) *provide regular updates to other Administra-*  
10 *tion employees and management on the progress of*  
11 *such work products; and*

12           (6) *seek advice and input from other Adminis-*  
13 *tration employees and management, as needed.*

14       (c) *INVITATIONS.—*

15           (1) *IN GENERAL.—The Administrator may ac-*  
16 *cept an invitation to participate in and contribute to*  
17 *the work of a recognized industry standards organiza-*  
18 *tion as described in subsection (b).*

19           (2) *DECLINATION OF INVITATION.—If the Admin-*  
20 *istrator declines an invitation described in paragraph*  
21 *(1), the Administrator shall provide—*

22                   (A) *the recognized industry standards orga-*  
23 *nization a written response to the invitation that*  
24 *articulates the reasons for declining the invita-*  
25 *tion; and*

1           (B) a copy of such written response to the  
2           Committee on Transportation and Infrastructure  
3           of the House of Representatives and the Com-  
4           mittee on Commerce, Science, and Transpor-  
5           tation of the Senate not later than 5 days after  
6           providing the response to such organization  
7           under subparagraph (A).

8           (d) *RECOGNIZED INDUSTRY STANDARDS ORGANIZA-*  
9           *TION DEFINED.*—In this section, the term “recognized in-  
10          *dustry standards organization”* means a domestic or inter-  
11          *national organization that—*

12           (1) uses agreed upon procedures to develop aero-  
13          *space-related industry standards or means of compli-*  
14          *ance, particularly standards or means of compliance*  
15          *that satisfy Administration requirements or guidance;*

16           (2) is comprised of members of the public, in-  
17          *cluding subject matter experts, industry representa-*  
18          *tives, academics and researchers, and government em-*  
19          *ployees; and*

20           (3) has had at least one standard or means of  
21          *compliance accepted by the Administrator or ref-*  
22          *erenced in guidance material or a regulation issued*  
23          *by the Federal Aviation Administration after the date*  
24          *of enactment of the Vision 100—Century of Aviation*  
25          *Reauthorization Act (Public Law 108–176).*

1 **SEC. 807. SENSE OF CONGRESS ON USE OF VOLUNTARY**  
2 **CONSENSUS STANDARDS.**

3 *It is the sense of Congress that the Administrator of*  
4 *the Federal Aviation Administration should make every ef-*  
5 *fort to abide by the policies set forth in the Office of Man-*  
6 *agement and Budget Circular A-119, titled “Federal Par-*  
7 *ticipation in the Development and Use of Voluntary Con-*  
8 *sensus Standards and Conformity Assessment Activities”.*

9 **SEC. 808. REQUIRED DESIGNATION.**

10 *The Administrator of the Federal Aviation Adminis-*  
11 *tration shall designate any aviation rulemaking committee*  
12 *convened under this Act pursuant to section 106(p)(5) of*  
13 *title 49, United States Code.*

14 **SEC. 809. SENSITIVE SECURITY INFORMATION.**

15 *(a) IN GENERAL.—Chapter 401 of title 49, United*  
16 *States Code, is amended by inserting after section 40118*  
17 *the following:*

18 **“§40119. Sensitive security information**

19 *“(a) IN GENERAL.—Notwithstanding section 552 of*  
20 *title 5, the Secretary of Transportation shall issue regula-*  
21 *tions prohibiting the disclosure of information obtained or*  
22 *developed in the process of ensuring security under this title*  
23 *if the Secretary determines that disclosing the information*  
24 *would—*

25 *“(1) be an unwarranted invasion of personal*  
26 *privacy;*

1           “(2) reveal a trade secret or privileged or con-  
2           fidential commercial or financial information; or

3           “(3) be detrimental to transportation safety.

4           “(b) *WITHHELD INFORMATION*.—In carrying out sub-  
5           section (a), the Secretary shall ensure that the prohibitions  
6           described in such subsection do not apply to any informa-  
7           tion provided to a committee of Congress authorized to have  
8           such information, including the Committee on Transpor-  
9           tation and Infrastructure of the House of Representatives  
10          and the Committee on Commerce, Science, and Transpor-  
11          tation of the Senate.

12          “(c) *RULE OF CONSTRUCTION*.—Nothing in subsection  
13          (a) shall be construed to authorize the designation of infor-  
14          mation as sensitive security information (as defined in sec-  
15          tion 15.5 of title 49, Code of Federal Regulations) to—

16                 “(1) conceal—

17                         “(A) a violation of law;

18                         “(B) inefficiency; or

19                         “(C) an administrative error;

20                 “(2) prevent embarrassment to a person, organi-  
21                 zation, or governmental agency;

22                 “(3) restrain competition; or

23                 “(4) prevent or delay the release of information  
24                 that does not require protection in the interest of  
25                 transportation security, including basic scientific re-

1 search information not clearly related to transpor-  
2 tation security.

3 “(d) *NONDISCLOSURE.*—Section 552a of title 5 shall  
4 not apply to disclosures that the Administrator of the Fed-  
5 eral Aviation Administration may make from the systems  
6 of records of the Administration to any Federal law enforce-  
7 ment, intelligence, protective service, immigration, or na-  
8 tional security official in order to assist the official receiv-  
9 ing the information in the performance of official duties.”.

10 (b) *CLERICAL AMENDMENT.*—The analysis for chapter  
11 401 of title 49, United States Code, is amended by striking  
12 the item related to section 40119 and inserting the fol-  
13 lowing:

“40119. Sensitive security information.”.

14 **SEC. 810. PRESERVING OPEN SKIES WHILE ENSURING FAIR**  
15 **SKIES.**

16 (a) *ADDITION OF LABOR STANDARDS.*—Section 40101  
17 of title 49, United States Code, is amended—

18 (1) in subsection (a) by adding at the end the  
19 following:

20 “(17) preventing the undermining of labor  
21 standards.”; and

22 (2) in subsection (e) by adding at the end the fol-  
23 lowing:

24 “(11) preventing the undermining of labor  
25 standards.”.

1       (b) *UPDATE TO FOREIGN AIR CARRIER PERMITS.*—  
2       Section 41302(2)(B) of title 49, United States Code, is  
3       amended by striking “the foreign air transportation” and  
4       inserting “after considering the totality of the cir-  
5       cumstances, including the matters described in section  
6       40101(a), the foreign air transportation”.

7       (c) *SAVINGS CLAUSE.*—Nothing in this section, or the  
8       amendments made by this section, shall be construed to af-  
9       fect the validity of a foreign air carrier permit held, or air  
10      transport agreement in place, on the date of enactment of  
11      this Act.

12      **SEC. 811. COMMERCIAL PREFERENCE.**

13      Section 40110(d) of title 49, United States Code, is  
14      further amended—

15              (1) in paragraph (1) by striking “and imple-  
16              ment” and inserting “, implement, and periodically  
17              update”;

18              (2) in paragraph (2) by striking “the new acqui-  
19              sition management system developed and imple-  
20              mented” and inserting “the acquisition management  
21              system developed, implemented, and periodically up-  
22              dated” each place it appears;

23              (3) in paragraph (3)—

24                      (A) in the matter preceding subparagraph

25                      (A)—

1                   (i) by striking “new”; and

2                   (ii) by striking “and implemented”

3                   and inserting “, implemented, and periodically

4                   cally updated”; and

5                   (B) in subparagraph (B) by striking “With-

6                   in” and all that follows through “the Adminis-

7                   trator” and inserting “The Administrator”;

8                   (4) by redesignating paragraph (4) as para-

9                   graph (5); and

10                  (5) by inserting after paragraph (3) the fol-

11                  lowing:

12                  “(4) *COMMERCIAL PRODUCTS AND SERVICES.—*

13                  *In implementing and updating the acquisition man-*

14                  *agement system pursuant to paragraph (1), the Ad-*

15                  *ministrator shall, whenever possible—*

16                  “(A) *describe the requirements with respect*

17                  *to a solicitation for the procurement of supplies*

18                  *or services in terms of—*

19                  “(i) *functions to be performed;*

20                  “(ii) *performance required; or*

21                  “(iii) *essential physical and system*

22                  *characteristics;*

23                  “(B) *ensure that commercial services or*

24                  *commercial products may be procured to fulfill*

25                  *such solicitation, or to the extent that commer-*



1           *cial products suitable to meet the needs of the*  
2           *Administration are not available, ensure that*  
3           *nondevelopmental items other than commercial*  
4           *products may be procured to fulfill such solicita-*  
5           *tion;*

6           “(C) *provide offerors of commercial services,*  
7           *commercial products, and nondevelopmental*  
8           *items other than commercial products an oppor-*  
9           *tunity to compete in any solicitation for the pro-*  
10          *curement of supplies or services;*

11          “(D) *revise the procurement policies, prac-*  
12          *tices, and procedures of the Administration to re-*  
13          *duce any impediments to the acquisition of com-*  
14          *mmercial products and commercial services; and*

15          “(E) *ensure that procurement officials—*

16               “(i) *acquire commercial services, com-*  
17               *mmercial products, or nondevelopmental*  
18               *items other than commercial products to*  
19               *meet the needs of the Administration;*

20               “(ii) *in a solicitation for the procure-*  
21               *ment of supplies or services, state the speci-*  
22               *fications for such supplies or services in*  
23               *terms that enable and encourage bidders*  
24               *and offerors to supply commercial services*  
25               *or commercial products, or to the extent*

1           that commercial products suitable to meet  
2           the needs of the Administration are not  
3           available, to supply nondevelopmental items  
4           other than commercial products;

5           “(iii) require that prime contractors  
6           and subcontractors at all levels under con-  
7           tracts with the Administration incorporate  
8           commercial services, commercial products,  
9           or nondevelopmental items other than com-  
10          mercial products as components of items  
11          supplied to the Administration;

12          “(iv) modify procurement requirements  
13          in appropriate circumstances to ensure that  
14          such requirements can be met by commer-  
15          cial services or commercial products, or to  
16          the extent that commercial products suitable  
17          to meet the needs of the Administration are  
18          not available, nondevelopmental items other  
19          than commercial products; and

20          “(v) require training of appropriate  
21          personnel in the acquisition of commercial  
22          products and commercial services.”.

23 **SEC. 812. CONSIDERATION OF THIRD-PARTY SERVICES.**

24          (a) *PLANS AND POLICY.*—Section 44501 of title 49,  
25 *United States Code*, is amended—

1           (1) *in subsection (a) by striking “development*  
2 *and location of air navigation facilities” and insert-*  
3 *ing “development of air navigation facilities and*  
4 *services”; and*

5           (2) *in subsection (b)—*

6           (A) *by striking “and development” and in-*  
7 *serting “procurement, and development” each*  
8 *place it appears;*

9           (B) *by striking “facilities and equipment”*  
10 *and inserting “facilities, services, and equip-*  
11 *ment”;*

12           (C) *by striking “first and 2d years” and in-*  
13 *serting “first and second years”;*

14           (D) *by striking “subclauses (A) and (B) of*  
15 *this clause” and inserting “subparagraphs (A)*  
16 *and (B)”;*

17           (E) *by striking “the 3d, 4th, and 5th” and*  
18 *inserting “the third, fourth, and fifth”;*

19           (F) *by striking “systems and facilities” and*  
20 *inserting “systems, services, and facilities”; and*

21           (G) *by striking “growth of aviation” and*  
22 *inserting “growth of the aerospace industry”.*

23           (b) *SYSTEMS, PROCEDURES, FACILITIES, AND DE-*  
24 *VICES.—Section 44505 of title 49, United States Code, is*  
25 *amended—*

1           (1) *in subsection (a)—*

2                   (A) *by striking “develop, alter” and insert-*  
3                   *ing “develop when necessary, alter”; and*

4                   (B) *by striking “and devices” and inserting*  
5                   *“services, and devices” each place it appears;*  
6                   *and*

7           (2) *in subsection (b) by striking “develop dy-*  
8                   *namic simulation models” and inserting “develop or*  
9                   *procure dynamic simulation models and tools” each*  
10                  *place it appears.*

11 **SEC. 813. CERTIFICATES OF AUTHORIZATION OR WAIVER.**

12           (a) *IN GENERAL.—Notwithstanding any other provi-*  
13                  *sion of law, the Secretary of Transportation, acting through*  
14                  *the Administrator of the Federal Aviation Administration,*  
15                  *may issue a certificate of authorization or waiver to a per-*  
16                  *son to operate an aircraft within an area covered by a tem-*  
17                  *porary flight restriction under such conditions as the Ad-*  
18                  *ministrator may prescribe, except for airspace that is sub-*  
19                  *ject to a permanent, continuous flight restriction, unless the*  
20                  *authorization or waiver is issued to, or with the concurrence*  
21                  *of, the entity for which the flight restriction was created.*

22           (b) *SPECIAL CONSIDERATIONS.—If a temporary flight*  
23                  *restriction is related to a sporting event and issued pursu-*  
24                  *ant to section 352 of the Consolidated Appropriations Reso-*  
25                  *lution, 2003 (Public Law 108–7), the conditions prescribed*

1 *by the Administrator under subsection (a) shall include the*  
2 *following:*

3           (1) *A minimum distance from the center of the*  
4 *temporary flight restriction, which shall not be great-*  
5 *er than 0.75 nautical miles, unless the Administrator*  
6 *determines, on a case by case basis, that such mileage*  
7 *is insufficient to maintain public safety.*

8           (2) *The person may not operate an aircraft (ex-*  
9 *cept for a purpose described under section 352(a)(3)*  
10 *of the Consolidated Appropriations Resolution, 2003*  
11 *(Public Law 108–7)) for a purpose that the Secretary*  
12 *determines is directly related to the event for which*  
13 *the temporary flight restriction is active.*

14           (c) *EXCEPTION.—Subsection (b)(1) shall not apply to*  
15 *aircraft operations associated with an aviation event or*  
16 *airshow for which the Administrator has granted a certifi-*  
17 *cate of authorization or waiver.*

18           (d) *BRIEFING.—Not later than 18 months after the*  
19 *date of enactment of this Act, the Secretary shall brief the*  
20 *Committee on Transportation and Infrastructure of the*  
21 *House of Representatives and the Committee on Commerce,*  
22 *Science, and Transportation of the Senate on the implemen-*  
23 *tation of this section, including the number and nature of*  
24 *certificates of authorization or waiver that have been issued*

1 *under subsection (a) subject to restrictions under subsection*  
2 *(b).*

3 *(e) OPERATIONAL PURPOSES.—Section 352(a)(3)(B)*  
4 *of Consolidated Appropriations Resolution, 2003 (Public*  
5 *Law 108–7) is amended by inserting “(or attendees ap-*  
6 *proved by)” after “guests”.*

7 *(f) SUNSET.—Subsection (b) shall cease to have effect*  
8 *on October 1, 2028.*

9 **SEC. 814. WING-IN-GROUND-EFFECT CRAFT.**

10 *(a) MEMORANDUM OF UNDERSTANDING.—*

11 *(1) IN GENERAL.—Not later than 24 months*  
12 *after the date of enactment of this Act, the Adminis-*  
13 *trator of the Federal Aviation Administration and the*  
14 *Commandant of the Coast Guard shall execute a*  
15 *memorandum of understanding governing the specific*  
16 *roles, delineations of responsibilities, resources, and*  
17 *commitments of the Federal Aviation Administration*  
18 *and the Coast Guard, respectively, pertaining to*  
19 *wing-in-ground-effect craft that are—*

20 *(A) only capable of operating either in*  
21 *water or in ground effect over water; and*

22 *(B) operated exclusively over waters subject*  
23 *to the jurisdiction of the United States.*

24 *(2) CONTENTS.—The memorandum of under-*  
25 *standing described in paragraph (1) shall—*

1           (A) cover the processes the Federal Aviation  
2           Administration and the United States Coast  
3           Guard will follow to promote communications,  
4           efficiency, and nonduplication of effort in car-  
5           rying out such memorandum of understanding;

6           (B) account for the special rule in accord-  
7           ance with subsection (b); and

8           (C) provide procedures for, at a minimum,  
9           the following:

10           (i) Approval of wing-in-ground-effect  
11           craft designs.

12           (ii) Operations of wing-in-ground-ef-  
13           fect craft.

14           (iii) Pilotage of wing-in-ground-effect  
15           craft.

16           (iv) Inspections of wing-in-ground-ef-  
17           fect craft.

18           (v) Maintenance of wing-in-ground-ef-  
19           fect craft.

20           (b) *SPECIAL RULE PROHIBITING SECRETARY FROM*  
21 *REGULATING CERTAIN WIG CRAFT OPERATORS AS AIR*  
22 *CARRIERS.—Notwithstanding any other provision of law or*  
23 *regulation, the Secretary of Transportation may not regu-*  
24 *late an operator of a wing-in-ground-effect craft as an air*

1 *carrier (as such term is defined in section 40102(a) of title*  
2 *49, United States Code).*

3 (c) *RULE OF CONSTRUCTION.*—*Nothing in this section*  
4 *shall be construed to—*

5 (1) *limit the authority of the Secretary or the*  
6 *Administrator to regulate aircraft that are not wing-*  
7 *in-ground-effect craft, including aircraft that are—*

8 (A) *capable of the operations described in*  
9 *subsection (d); and*

10 (B) *capable of sustained flight out of ground*  
11 *effect;*

12 (2) *confer upon the Commandant the authority*  
13 *to determine the impact of any civil aircraft oper-*  
14 *ation on the safety or efficiency of the National Air-*  
15 *space System; or*

16 (3) *confer upon the Administrator the authority*  
17 *to issue a certificate of documentation, with or with-*  
18 *out a registry, fishery or coastwise endorsement, for,*  
19 *or inspect any vessel as that term is defined in sec-*  
20 *tion 115 of title 46, United States Code.*

21 (d) *WING-IN-GROUND-EFFECT CRAFT DEFINED.*—*In*  
22 *this section, the term “wing-in-ground-effect craft” means*  
23 *a craft that is capable of operating completely above the*  
24 *surface of the water on a dynamic air cushion created by*



1 *aerodynamic lift due to the ground effect between the craft*  
2 *and the surface of the water.*

3 **SEC. 815. QUASQUICENTENNIAL OF AVIATION.**

4 *(a) FINDINGS.—Congress finds the following:*

5 *(1) December 17, 2028, is the 125th anniversary*  
6 *of the first successful manned, free, controlled, and*  
7 *sustained flight by an aircraft.*

8 *(2) The first flight by Orville and Wilbur Wright*  
9 *in Kitty Hawk, North Carolina, is a defining mo-*  
10 *ment in the history of the United States and the*  
11 *world.*

12 *(3) The Wright brothers' achievement is a testa-*  
13 *ment to their ingenuity, perseverance, and commit-*  
14 *ment to innovation, which has inspired generations of*  
15 *aviators and scientists alike.*

16 *(4) The advent of aviation and the air transpor-*  
17 *tation industry has fundamentally transformed the*  
18 *United States and the world for the better.*

19 *(5) The 125th anniversary of the Wright broth-*  
20 *ers' first flight is worthy of recognition and celebra-*  
21 *tion to honor their legacy and to inspire a new gen-*  
22 *eration of Americans as aviation reaches an inflection*  
23 *point of innovation and change.*

24 *(b) SENSE OF CONGRESS.—It is the sense of Congress*  
25 *that the Secretary of Transportation, the Administrator of*

1 *the Federal Aviation Administration, and the heads of other*  
2 *appropriate Federal agencies should facilitate and partici-*  
3 *pate in local, national, and international observances and*  
4 *activities that commemorate and celebrate the 125th anni-*  
5 *versary of powered flight.*

6 **SEC. 816. FEDERAL CONTRACT TOWER WAGE DETERMINA-**  
7 **TIONS AND POSITIONS.**

8 *The Secretary of Transportation shall request that the*  
9 *Secretary of Labor—*

10 *(1) review and update, as necessary, including to*  
11 *account for cost-of-living adjustments, the basis for*  
12 *the wage determination for air traffic controllers who*  
13 *are employed at air traffic control towers operated*  
14 *under the Contract Tower Program established under*  
15 *section 47124 of title 49, United States Code;*

16 *(2) create a new wage determination category or*  
17 *occupation code for managers of air traffic controllers*  
18 *who are employed at air traffic control towers in the*  
19 *Contract Tower Program; and*

20 *(3) consult with the Administrator of the Federal*  
21 *Aviation Administration in carrying out the require-*  
22 *ments of paragraphs (1) and (2).*

23 **SEC. 817. INTERNAL PROCESS IMPROVEMENTS REVIEW.**

24 *(a) IN GENERAL.—Not later than 180 days after the*  
25 *date of enactment of this Act, the inspector general of the*

1 *Department of Transportation shall review the coordination*  
2 *and approval processes of non-regulatory materials pro-*  
3 *duced by the Federal Aviation Administration to improve*  
4 *the timeliness, transparency, development, and issuance of*  
5 *such materials.*

6 *(b) CONTENTS OF REVIEW.—In conducting the review*  
7 *under subsection (a), the inspector general shall—*

8 *(1) provide recommendations for improving*  
9 *processes and eliminating nonvalue-added reviews of*  
10 *non-regulatory materials within the Federal Aviation*  
11 *Administration and Department of Transportation,*  
12 *in consideration of the authority of the Administrator*  
13 *under section 106 of title 49, United States Code, and*  
14 *other applicable laws;*

15 *(2) consider, with respect to each office within*  
16 *the Federal Aviation Administration and the Depart-*  
17 *ment of Transportation that reviews non-regulatory*  
18 *materials—*

19 *(A) the timeline assigned to each such office*  
20 *to complete the review of such materials;*

21 *(B) the actual time spent for such review;*

22 *and*

23 *(C) opportunities to reduce the actual time*  
24 *spent for such review;*

1           (3) describe any organizational changes and ad-  
2           ditional resources that the Administration needs, if  
3           necessary, to reduce delays in the development and  
4           publication of proposed non-regulatory materials;

5           (4) consider to what extent reporting mecha-  
6           nisms and templates could be used to provide the pub-  
7           lic with more consistent information on the develop-  
8           ment status of non-regulatory materials;

9           (5) consider changes to the application of rules  
10          governing *ex parte* communications by the Adminis-  
11          trator to provide flexibility for employees of the Ad-  
12          ministration to discuss non-regulatory materials with  
13          aviation stakeholders and foreign aviation authorities  
14          to promote United States aviation leadership;

15          (6) recommend methods by which the Adminis-  
16          tration can incorporate standards set by recognized  
17          industry standards organizations, as such term is de-  
18          fined in section 806, into non-regulatory materials to  
19          keep pace with rapid changes in aerospace technology  
20          and processes; and

21          (7) evaluate the processes and best practices other  
22          civil aviation authorities and other Federal depart-  
23          ments and agencies use to produce non-regulatory  
24          materials, particularly the processes of entities that  
25          produce such materials in an expedited fashion to re-

1        *spond to safety risks, incidents, or new technology*  
2        *adoption.*

3        (c) *CONSULTATION.*—*In conducting the review under*  
4        *subsection (a), the inspector general may, as appropriate,*  
5        *consult with industry stakeholders, academia, and other in-*  
6        *dividuals with relevant background or expertise in improv-*  
7        *ing the efficiency of Federal non-regulatory material pro-*  
8        *duction.*

9        (d) *REPORT.*—*Not later than 1 year after the inspector*  
10       *general initiates the review under subsection (a), the inspec-*  
11       *tor general shall submit to the Administrator a report on*  
12       *such review.*

13       (e) *ACTION PLAN.*—

14            (1) *IN GENERAL.*—*The Administrator shall de-*  
15        *velop an action plan to implement the recommenda-*  
16        *tions contained in the report submitted under sub-*  
17        *section (d).*

18            (2) *BRIEFING.*—*Not later than 90 days after re-*  
19        *ceiving the report under subsection (d), the Adminis-*  
20        *trator shall brief the Committee on Transportation*  
21        *and Infrastructure of the House of Representatives*  
22        *and the Committee on Commerce, Science, and Trans-*  
23        *portation of the Senate on such plan.*

24        (f) *NON-REGULATORY MATERIALS DEFINED.*—*In this*  
25        *section, the term “non-regulatory materials” means orders,*

1 *advisory circulars, statements of policy, guidance, technical*  
 2 *standards, and other materials related to aviation safety,*  
 3 *training, and operation of aeronautical products.*

4 **SEC. 818. ACCEPTANCE OF DIGITAL DRIVER'S LICENSE AND**  
 5 **IDENTIFICATION CARDS.**

6 *The Administrator of the Federal Aviation Adminis-*  
 7 *tration shall take such actions as may be necessary to ac-*  
 8 *cept, in any instance where an individual is required to*  
 9 *submit government-issued identification to the Adminis-*  
 10 *trator, a digital or mobile driver's license or identification*  
 11 *card issued to such individual by a State.*

12 **SEC. 819. BUCKEYE 940 RELEASE OF DEED RESTRICTIONS.**

13 *(a) PURPOSE.—The purpose of this section is to au-*  
 14 *thorize the Secretary to issue a Deed of Release from all*  
 15 *terms, conditions, reservations, restrictions, and obligations*  
 16 *contained in the Quitclaim Deed and permit the State of*  
 17 *Arizona to deposit all proceeds of the disposition of Buckeye*  
 18 *940 in the appropriate fund for the benefit of the bene-*  
 19 *ficiaries of the Arizona State Land Trust.*

20 *(b) DEFINITIONS.—In this section:*

21 *(1) BUCKEYE 940.—The term “Buckeye 940”*  
 22 *means all of section 12, T.1 N., R.3 W. and all of ad-*  
 23 *joining fractional section 7, T.1 N., R.2 W., Gila and*  
 24 *Salt River Meridian, Arizona, which property was*  
 25 *the subject of the Quitclaim Deed between the United*

1       *States and the State of Arizona, dated July 11, 1949,*  
2       *and which is currently owned by the State of Arizona*  
3       *and held in trust for the beneficiaries of the Arizona*  
4       *State Land Trust.*

5               (2) *QUITCLAIM DEED.*—*The term “Quitclaim*  
6       *Deed” means the Quitclaim Deed between the United*  
7       *States and the State of Arizona, dated July 11, 1949.*

8               (3) *SECRETARY.*—*The term “Secretary” means*  
9       *the Secretary of Transportation.*

10       (c) *RELEASE OF ANY AND ALL INTEREST IN BUCKEYE*  
11       *940.*—

12               (1) *IN GENERAL.*—*Notwithstanding any other*  
13       *provision of law, the United States, acting through*  
14       *the Secretary, shall issue to the State of Arizona a*  
15       *Deed of Release to release all terms, conditions, res-*  
16       *ervations, restrictions, and obligations contained in*  
17       *the Quitclaim Deed, including any and all rever-*  
18       *sionary interest of the United States in Buckeye 940.*

19               (2) *TERMS AND CONDITIONS.*—*The Deed of Re-*  
20       *lease described in paragraph (1) shall be subject to*  
21       *such additional terms and conditions, consistent with*  
22       *such paragraph, as the Secretary considers appro-*  
23       *priate to protect the interests of the United States.*

24               (3) *NO RESTRICTION ON USE OF PROCEEDS.*—  
25       *Notwithstanding any other provision of law, the State*

1       of Arizona may dispose of Buckeye 940 and any pro-  
2       ceeds thereof, including proceeds already collected by  
3       the State and held in a suspense account, without re-  
4       gard to any restriction imposed by the Quitclaim  
5       Deed or by section 155.7 of title 14, Code of Federal  
6       Regulations.

7               (4) *MINERAL RESERVATION.*—The Deed of Re-  
8       lease described in paragraph (1) shall include the re-  
9       lease of all interests of the United States to the min-  
10      eral rights on Buckeye 940 included in the Quitclaim  
11      Deed.

12 **SEC. 820. FEDERAL AVIATION ADMINISTRATION INFORMA-**  
13 **TION TECHNOLOGY SYSTEM INTEGRITY.**

14       (a) *IN GENERAL.*—Not later than 180 days after the  
15      date of enactment of this Act, the Administrator of the Fed-  
16      eral Aviation Administration shall initiate a review to  
17      identify and address aging information technology systems  
18      within the Administration.

19       (b) *CONTENTS.*—The review required under subsection  
20      (a) shall—

21               (1) identify and inventory critical software and  
22      hardware systems of the Administration;

23               (2) assess the vulnerabilities of such systems to  
24      degradation, errors (including human errors), and  
25      malicious attacks (including cyber attacks); and



1           (3) *identify upgrades to, or replacements for,*  
2           *such systems that are necessary to mitigate such*  
3           *vulnerabilities.*

4           (c) *MITIGATION.*—*The Administrator shall take such*  
5           *action as may be necessary to mitigate the vulnerabilities*  
6           *identified under the review conducted under subsection (a).*

7           (d) *LEVERAGING EXTERNAL EXPERTISE.*—*To the*  
8           *maximum extent practicable, the actions carried out pursu-*  
9           *ant to this section shall—*

10           (1) *be consistent with the acquisition manage-*  
11           *ment system established and updated pursuant to sec-*  
12           *tion 40110(d) of title 49, United States Code;*

13           (2) *incorporate input from industry, academia,*  
14           *or other external experts on information technology;*  
15           *and*

16           (3) *identify technologies in existence or in devel-*  
17           *opment that, with or without adaptation, are expected*  
18           *to be suitable to meet the technical information tech-*  
19           *nology needs of the Administration.*

20           (e) *REPORT.*—*Not later than 2 years after the date of*  
21           *enactment of this Act, the Administrator shall submit to*  
22           *the Committee on Transportation and Infrastructure of the*  
23           *House of Representatives and the Committee on Commerce,*  
24           *Science, and Transportation of the Senate a report detail-*  
25           *ing the results of the review required under subsection (a).*

1 (f) *INSPECTOR GENERAL REVIEW.*—

2 (1) *IN GENERAL.*—*After the Administrator com-*  
3 *pletes the review under subsection (a), the inspector*  
4 *general of the Department of Transportation shall*  
5 *conduct an audit of the integrity of the information*  
6 *technology systems of the Administration and assess*  
7 *the efforts of the Administration to address the Ad-*  
8 *ministration’s aging information technology systems.*

9 (2) *REPORT.*—*The inspector general shall submit*  
10 *to the Committee on Transportation and Infrastruc-*  
11 *ture of the House of Representatives and the Com-*  
12 *mittee on Commerce, Science, and Transportation of*  
13 *the Senate a report on the results of the audit carried*  
14 *out under this subsection.*

15 **SEC. 821. BRIEFING ON RADIO COMMUNICATIONS COV-**  
16 **ERAGE AROUND MOUNTAINOUS TERRAIN.**

17 (a) *BRIEFING REQUIREMENT.*—*Not later than 180*  
18 *days after the date of enactment of this Act, the Adminis-*  
19 *trator of the Federal Aviation Administration shall provide*  
20 *to the Committee on Transportation and Infrastructure of*  
21 *the House of Representatives and the Committee on Com-*  
22 *merce, Science, and Transportation of the Senate a briefing*  
23 *on the radio communications coverage within the airspace*  
24 *surrounding the Mena Intermountain Municipal Airport in*  
25 *Mena, Arkansas.*

1       (b) *BRIEFING CONTENTS.*—*The briefing required*  
2 *under subsection (a) shall include the following:*

3           (1) *The radio communications coverage within*  
4 *the airspace surrounding the Mena Intermountain*  
5 *Municipal Airport with the applicable Air Route*  
6 *Traffic Control Center.*

7           (2) *The altitudes at which radio communications*  
8 *capabilities are lost within such airspace.*

9           (3) *Recommendations on changes that may in-*  
10 *crease radio communications coverage below 4,000*  
11 *feet above ground level within such airspace.*

12 **SEC. 822. STUDY ON CONGESTED AIRSPACE.**

13       (a) *STUDY.*—*Not later than 180 days after the date*  
14 *of enactment of this Act, the Comptroller General of the*  
15 *United States shall initiate a study on the efficiency and*  
16 *efficacy of scheduled commercial air service transiting con-*  
17 *gested airspace.*

18       (b) *CONTENTS.*—*In carrying out the study required*  
19 *under subsection (a), the Comptroller General shall exam-*  
20 *ine—*

21           (1) *various regions of congested airspace and the*  
22 *differing factors of such regions;*

23           (2) *commercial air service;*

24           (3) *military flight activity;*

25           (4) *emergency response activity;*

1           (5) *commercial space transportation activities;*

2           (6) *weather; and*

3           (7) *air traffic controller staffing.*

4           (c) *REPORT.—Not later than 18 months after the date*  
5 *of enactment of this Act, the Comptroller General shall sub-*  
6 *mit to the Committee on Transportation and Infrastructure*  
7 *of the House of Representatives and the Committee on Com-*  
8 *merce, Science, and Transportation of the Senate a report*  
9 *on the results of the study and recommendations to reduce*  
10 *the impacts to scheduled air service transiting congested*  
11 *airspace.*

12 **SEC. 823. ADMINISTRATIVE SERVICES FRANCHISE FUND.**

13           *Title I of the Department of Transportation and Re-*  
14 *lated Agencies Appropriations Act, 1997 (49 U.S.C. 40113*  
15 *note) is amended under the heading “Administrative Serv-*  
16 *ices Franchise Fund” by striking “shall be paid in ad-*  
17 *vance” and inserting “may be reimbursed after perform-*  
18 *ance or paid in advance”.*

19 **SEC. 824. USE OF BIOGRAPHICAL ASSESSMENTS.**

20           *Section 44506(f)(2)(A) of title 49, United States Code,*  
21 *is amended by striking “paragraph (1)(B)(i)” and insert-*  
22 *ing “paragraph (1)(B)”.*

23 **SEC. 825. WHISTLEBLOWER PROTECTION ENFORCEMENT.**

24           *Section 42121(b)(5) of title 49, United States Code, is*  
25 *amended to read as follows:*

1           “(5) *ENFORCEMENT OF ORDER.*—Whenever any  
2           *person has failed to comply with an order issued*  
3           *under paragraph (3), the Secretary of Labor and the*  
4           *Administrator of the Federal Aviation Administra-*  
5           *tion shall consult with each other to determine the*  
6           *most appropriate action to be taken, in which—*

7                   “(A) *the Secretary of Labor may file a civil*  
8                   *action in the United States district court for the*  
9                   *district in which the violation was found to*  
10                  *occur to enforce such order, for which, in actions*  
11                  *brought under this paragraph, the district courts*  
12                  *shall have jurisdiction to grant all appropriate*  
13                  *relief including, injunctive relief and compen-*  
14                  *satory damages; and*

15                  “(B) *the Administrator of the Federal Avia-*  
16                  *tion Administration may assess a civil penalty*  
17                  *pursuant to section 46301.”.*

18 **SEC. 826. FINAL RULEMAKING ON CERTAIN MANUFAC-**  
19 **TURING STANDARDS.**

20           *Not later than December 16, 2023, the Administrator*  
21 *of the Federal Aviation Administration shall issue a final*  
22 *rule for the notice of proposed rulemaking titled “Airplane*  
23 *Fuel Efficiency Certification” and published June 15, 2022*  
24 *(RIN 2120–AL54).*

1 **SEC. 827. REMOTE DISPATCH.**

2       (a) *IN GENERAL.*—Section 44711(a) of title 49, United  
3 States Code, is amended—

4           (1) in paragraph (9) by striking “or” at the end;

5           (2) in paragraph (10) by striking the period and  
6 inserting “; or”; and

7           (3) by adding at the end the following:

8           “(11) work as an aircraft dispatcher outside of  
9 a physical location designated as a dispatching center  
10 or flight following center of an air carrier, except as  
11 provided under section 44747.”.

12       (b) *AIRCRAFT DISPATCHING.*—Chapter 447 of title 49,  
13 United States Code, is further amended by adding at the  
14 end the following:

15 **“§44747. Aircraft dispatching**

16       “(a) *AIRCRAFT DISPATCHING CERTIFICATE.*—No per-  
17 son may serve as an aircraft dispatcher for an air carrier  
18 unless that person holds the appropriate aircraft dispatcher  
19 certificate issued by the Administrator of the Federal Avia-  
20 tion Administration.

21       “(b) *PROOF OF CERTIFICATE.*—Upon the request of the  
22 Administrator or an authorized representative of the Na-  
23 tional Transportation Safety Board, or other appropriate  
24 Federal agency, a person who holds such a certificate, and  
25 is performing dispatching shall present the certificate for  
26 inspection.

1       “(c) *DISPATCH CENTERS AND FLIGHT FOLLOWING*  
2 *CENTERS.*—

3               “(1) *ESTABLISHMENT.*—*Air carriers shall estab-*  
4 *lish and maintain sufficient dispatch centers and*  
5 *flight following centers necessary to maintain oper-*  
6 *ational control of each flight at all times.*

7               “(2) *REQUIREMENTS.*—*Air carrier dispatch cen-*  
8 *ters and flight following centers shall—*

9                       “(A) *have a sufficient number of aircraft*  
10 *dispatchers at dispatch centers and flight fol-*  
11 *lowing centers to ensure proper operational con-*  
12 *trol of each flight at all times;*

13                      “(B) *have the equipment necessary and in*  
14 *good repair to maintain proper operational con-*  
15 *trol of each flight at all times; and*

16                      “(C) *include appropriate physical and cy-*  
17 *bersecurity protections, as determined by the Ad-*  
18 *ministrator.*

19               “(3) *LOCATION LIMITATION.*—*No air carrier*  
20 *may dispatch aircraft from any location other than*  
21 *the designated dispatch centers or flight following cen-*  
22 *ters of such air carrier.*

23       “(d) *EMERGENCY AUTHORITY FOR REMOTE DIS-*  
24 *PATCHING.*—*Notwithstanding subsection (c), an air carrier*  
25 *may dispatch aircraft from locations other than from des-*

1 *ignated dispatch centers or flight following centers for a*  
 2 *limited period of time in the event of an emergency or other*  
 3 *event that renders a center inoperable. An air carrier may*  
 4 *not dispatch aircraft under the emergency authority under*  
 5 *this subsection for longer than 30 consecutive days without*  
 6 *the approval of the Administrator.”.*

7 (c) *CLERICAL AMENDMENT.—The analysis for chapter*  
 8 *447 of title 49, United States Code, is further amended by*  
 9 *adding at the end the following:*

*“44747. Aircraft dispatching.”.*

10 **SEC. 828. EMPLOYEE ASSAULT PREVENTION AND RE-**  
 11 **SPONSE PLANS AMENDMENT.**

12 *Section 551 of the FAA Reauthorization Act of 2018*  
 13 *(49 U.S.C. 44903 note) is amended—*

14 (1) *in subsection (a)—*

15 (A) *by striking “Not later than 90 days*  
 16 *after the date of enactment of this Act,” and in-*  
 17 *serting “The Administrator shall require”; and*

18 (B) *by striking “shall submit to the Admin-*  
 19 *istrator” and inserting “to submit”; and*

20 (2) *in subsection (c) by striking “A part 121 air*  
 21 *carrier shall” and inserting “The Administrator shall*  
 22 *require a part 121 air carrier to”.*

23 **SEC. 829. CREW MEMBER SELF-DEFENSE TRAINING.**

24 *Section 44918(b) of title 49, United States Code, is*  
 25 *amended—*



1           (1) *in paragraph (4) by striking “Neither” and*  
2           *inserting “Except as provided in paragraph (8), nei-*  
3           *ther”;* and

4           (2) *by adding at the end the following:*

5           “(8) *AIR CARRIER ACCOMMODATION.—An air*  
6           *carrier with a crew member participating in the*  
7           *training program under this subsection shall provide*  
8           *a process through which each such crew member may*  
9           *obtain reasonable accommodations.”.*

10 **SEC. 830. FORMAL SEXUAL ASSAULT AND HARASSMENT**

11                           **POLICIES ON AIR CARRIERS AND FOREIGN**

12                           **AIR CARRIERS.**

13           (a) *IN GENERAL.—Chapter 417 of title 49, United*  
14           *States Code, is further amended by adding at the end the*  
15           *following:*

16           **“§41729. Formal sexual assault and harassment poli-**  
17                           **cies**

18           “(a) *REQUIREMENT.—Not later than 180 days after*  
19           *the date of enactment of this section, each air carrier and*  
20           *foreign air carrier transporting passengers for compensa-*  
21           *tion shall issue, in consultation with labor unions rep-*  
22           *resenting personnel of the air carrier or foreign air carrier,*  
23           *a formal policy with respect to transportation sexual as-*  
24           *sault or harassment incidents.*

1       “(b) *CONTENTS.*—*The policy required under subsection*

2 *(a) shall include—*

3           “(1) *a statement indicating that no transpor-*  
4 *tation sexual assault or harassment incident is ac-*  
5 *ceptable under any circumstance;*

6           “(2) *procedures that facilitate the reporting of a*  
7 *transportation sexual assault or harassment incident,*  
8 *including—*

9           “(A) *appropriate public outreach activities;*

10           *and*

11           “(B) *confidential phone and internet-based*  
12 *opportunities for reporting;*

13           “(3) *procedures that personnel should follow*  
14 *upon the reporting of a transportation sexual assault*  
15 *or harassment incident, including actions to protect*  
16 *affected individuals from continued sexual assault or*  
17 *harassment and to notify law enforcement when ap-*  
18 *propriate;*

19           “(4) *procedures that may limit or prohibit, to*  
20 *the extent practicable, future travel with the air car-*  
21 *rier or foreign air carrier by any passenger who*  
22 *causes a transportation sexual assault or harassment*  
23 *incident; and*

1           “(5) training that is required for all appropriate  
2           personnel with respect to the policy required under  
3           subsection (a), including—

4                   “(A) specific training for personnel who  
5                   may receive reports of transportation sexual as-  
6                   sault or harassment incidents; and

7                   “(B) recognizing and responding to poten-  
8                   tial human trafficking victims, in the same  
9                   manner as required under section 44734(a)(4).

10          “(c) *PASSENGER INFORMATION.*—An air carrier or  
11          foreign air carrier described in subsection (a) shall promi-  
12          nently display, on the internet website of the air carrier  
13          or foreign air carrier and through the use of appropriate  
14          signage, a written statement that informs passengers and  
15          personnel of the procedure for reporting a transportation  
16          sexual assault or harassment incident.

17          “(d) *STANDARD OF CARE.*—Compliance with the re-  
18          quirements of this section, and any policy issued there-  
19          under, shall not determine whether the air carrier or foreign  
20          air carrier described in subsection (a) has acted with any  
21          requisite standard of care.

22          “(e) *DEFINITIONS.*—In this section:

23                   “(1) *PERSONNEL.*—The term ‘personnel’ means  
24                   an employee or contractor of an air carrier or foreign  
25                   air carrier.

1           “(2) *SEXUAL ASSAULT.*—The term ‘sexual as-  
2           sault’ means the occurrence of an act that constitutes  
3           any nonconsensual sexual act proscribed by Federal,  
4           tribal, or State law, including when the victim lacks  
5           capacity to consent.

6           “(3) *TRANSPORTATION SEXUAL ASSAULT OR*  
7           *HARASSMENT INCIDENT.*—The term ‘transportation  
8           sexual assault or harassment incident’ means the oc-  
9           currence, or reasonably suspected occurrence, of an  
10          act that—

11                 “(A) constitutes sexual assault or sexual  
12                 harassment; and

13                 “(B) is committed—

14                         “(i) by a passenger or member of per-  
15                         sonnel of an air carrier or foreign air car-  
16                         rier against another passenger or member of  
17                         personnel of an air carrier or foreign air  
18                         carrier; and

19                         “(ii) within an aircraft or in an area  
20                         in which passengers are entering or exiting  
21                         an aircraft.”.

22          (b) *CLERICAL AMENDMENT.*—The analysis for chapter  
23 417 of title 49, United States Code, is further amended by  
24 adding at the end the following:

“41729. *Formal sexual assault and harassment policies.*”.

1 **SEC. 831. INTERFERENCE WITH SECURITY SCREENING PER-**  
2 **SONNEL.**

3 *Section 46503 of title 49, United States Code, is*  
4 *amended—*

5 *(1) by striking “An individual” and inserting*  
6 *the following:*

7 *“(a) IN GENERAL.—An individual”; and*

8 *(2) by adding at the end the following:*

9 *“(b) AIRPORT AND AIR CARRIER EMPLOYEES.—For*  
10 *purposes of this section, an airport or air carrier employee*  
11 *who has security duties within the airport includes an air-*  
12 *port or air carrier employee performing ticketing, check-*  
13 *in, baggage claim, or boarding functions.”.*

14 **SEC. 832. MECHANISMS TO REDUCE HELICOPTER NOISE.**

15 *(a) IN GENERAL.—Not later than 1 year after the date*  
16 *of enactment of this Act, the Comptroller General of the*  
17 *United States shall initiate a study to examine ways in*  
18 *which a State, territorial, or local government may miti-*  
19 *gate the negative impacts of commercial helicopter noise.*

20 *(b) CONSIDERATIONS.—In conducting the study under*  
21 *subsection (a), the Comptroller General shall consider—*

22 *(1) the varying degree of commercial helicopter*  
23 *operations in different communities; and*

24 *(2) actions that State, and local governments*  
25 *have taken, and authorities such governments have*

1        *used, to reduce the impact of commercial helicopter*  
 2        *noise and the success of such actions.*

3        *(c) REPORT.—Not later than 2 years after the date of*  
 4        *enactment of this Act, the Comptroller General shall provide*  
 5        *to the Administrator of the Federal Aviation Administra-*  
 6        *tion, the Committee on Transportation and Infrastructure*  
 7        *of the House of Representatives, and the Committee on Com-*  
 8        *merce, Science, and Transportation of the Senate a report*  
 9        *on the findings of the study conducted under subsection (a).*

10    **SEC. 833. TECHNICAL CORRECTIONS.**

11        *(a) TITLE 49 ANALYSIS.—The analysis for title 49,*  
 12        *United States Code, is amended by striking the item relat-*  
 13        *ing to subtitle IX and inserting the following:*

*“IX. MULTIMODAL FREIGHT TRANSPORTATION.....*  
*70101”.*

14        *(b) SUBTITLE I ANALYSIS.—The analysis for subtitle*  
 15        *I of title 49, United States Code, is amended by striking*  
 16        *the item relating to chapter 7.*

17        *(c) SUBTITLE VII ANALYSIS.—The analysis for sub-*  
 18        *title VII of title 49, United States Code, is amended by*  
 19        *striking the item relating to chapter 448 and inserting the*  
 20        *following:*

*“448. Unmanned Aircraft Systems..... 44801”.*

21        *(d) AUTHORITY TO EXEMPT.—Section 40109(b) of title*  
 22        *49, United States Code, is amended by striking “sections*

1 40103(b)(1) and (2) of this title” and inserting “para-  
2 graphs (1) and (2) of section 40103(b)”.

3 (e) *GENERAL PROCUREMENT AUTHORITY*.—Section  
4 40110(d)(3) of title 49, United States Code, is further  
5 amended—

6 (1) in subparagraph (B) by inserting “, as in ef-  
7 fect on October 9, 1996” after “Policy Act”;

8 (2) in subparagraph (C) by striking “the Office  
9 of Federal Procurement Policy Act” and inserting  
10 “division B of subtitle I of title 41”; and

11 (3) in subparagraph (D) by striking “section  
12 27(e)(3)(A)(iv) of the Office of Federal Procurement  
13 Policy Act” and inserting “section 2105(c)(1)(D) of  
14 title 41”.

15 (f) *GOVERNMENT-FINANCED AIR TRANSPORTATION*.—  
16 Section 40118(g)(1) of title 49, United States Code, is  
17 amended by striking “detection and reporting of potential  
18 human trafficking (as described in paragraphs (9) and  
19 (10))” and inserting “detection and reporting of potential  
20 severe forms of trafficking in persons and sex trafficking  
21 (as such terms are defined in paragraphs (11) and (12))”.

22 (g) *FAA AUTHORITY TO CONDUCT CRIMINAL HISTORY*  
23 *RECORD CHECKS*.—Section 40130(a)(1)(A) of title 49,  
24 United States Code, is amended by striking “(42 U.S.C.  
25 14616)” and inserting “(34 U.S.C. 40316)”.

1       (h) *SUBMISSIONS OF PLANS.*—Section 41313(c)(16) of  
2 title 49, United States Code, is amended by striking “will  
3 consult” and inserting “the foreign air carrier shall con-  
4 sult”.

5       (i) *PLANS AND POLICY.*—Section 44501(c) of title 49,  
6 United States Code, is amended—

7           (1) in paragraph (2)(B)(i), by striking “40119,”;  
8       and

9           (2) in paragraph (3) by striking “Subject to sec-  
10 tion 40119(b) of this title and regulations prescribed  
11 under section 40119(b),” and inserting “Subject to  
12 section 44912(d)(2) and regulations prescribed under  
13 such section,”.

14       (j) *USE AND LIMITATION OF AMOUNTS.*—Section  
15 44508 of title 49, United States Code, is amended by strik-  
16 ing “40119,” each place it appears.

17       (k) *STRUCTURES INTERFERING WITH AIR COMMERCE*  
18 *OR NATIONAL SECURITY.*—Section 44718(h) of title 49,  
19 United States Code, is amended to read as follows:

20       “(h) *DEFINITIONS.*—In this section, the terms ‘adverse  
21 impact on military operations and readiness’ and ‘unac-  
22 ceptable risk to the national security of the United States’  
23 have the meaning given those terms in section 183a(h) of  
24 title 10.”.



1           (l)           *METEOROLOGICAL SERVICES.*—Section  
2 44720(b)(2) of title 49, United States Code, is amended—

3                   (1) by striking “the Administrator to persons”  
4                   and inserting “the Administrator, to persons”; and

5                   (2) by striking “the Administrator and to” and  
6                   inserting “the Administrator, and to”.

7           (m) *AERONAUTICAL CHARTS.*—Section 44721(c)(1) of  
8 title 49, United States Code, is amended by striking  
9 “1947,” and inserting “1947”.

10          (n) *FLIGHT ATTENDANT CERTIFICATION.*—Section  
11 44728(c) of title 49, United States Code, is amended by  
12 striking “Regulation,” and inserting “Regulations,”.

13          (o) *MANUAL SURCHARGE.*—The analysis for chapter  
14 453 of title 49, United States Code, is amended by adding  
15 at the end the following:

“45306. Manual surcharge.”.

16          (p) *SCHEDULE OF FEES.*—Section 45301(a) of title  
17 49, United States Code, is amended by striking “The Ad-  
18 ministrator shall establish” and inserting “The Adminis-  
19 trator of the Federal Aviation Administration shall estab-  
20 lish”.

21          (q) *JUDICIAL REVIEW.*—Section 46110(a) of title 49,  
22 United States Code, is amended by striking “subsection (l)  
23 or (s) of section 114” and inserting “subsection (l) or (r)  
24 of section 114”.

1       (r) *CIVIL PENALTIES*.—Section 46301(a) of title 49,  
2 *United States Code*, is amended—

3           (1) *in the heading for paragraph (6)*, by striking  
4 “*FAILURE TO COLLECT AIRPORT SECURITY BADGES*”  
5 *and inserting “FAILURE TO COLLECT AIRPORT SECUR-*  
6 *ITY BADGES”*; and

7           (2) *in paragraph (7)*, by striking “*PENALTIES*  
8 *RELATING TO HARM TO PASSENGERS WITH DISABIL-*  
9 *ITIES*” *in the paragraph heading and inserting “PEN-*  
10 *ALTIES RELATING TO HARM TO PASSENGERS WITH*  
11 *DISABILITIES*”.

12       (s) *PAYMENTS UNDER PROJECT GRANT AGREEMENTS*.—Section 47111(e) of title 49, *United States Code*,  
13 *is amended by striking “fee” and inserting “charge”*.

14       (t) *AGREEMENTS FOR STATE AND LOCAL OPERATION*  
15 *OF AIRPORT FACILITIES*.—Section 47124(b)(1)(B)(ii) of  
16 *title 49, United States Code*, is amended by striking the  
17 *second period at the end*.

18       (u) *USE OF FUNDS FOR REPAIRS FOR RUNWAY SAFE-*  
19 *TY REPAIRS*.—Section 47144(b)(4) of title 49, *United*  
20 *States Code*, is amended by striking “(42 U.S.C. 4121 *et*  
21 *seq.*)” and inserting “(42 U.S.C. 5121 *et seq.*)”.

22       (v) *METROPOLITAN WASHINGTON AIRPORTS AUTHOR-*  
23 *ITY*.—Section 49106 of title 49, *United States Code*, is  
24 *amended—*  
25

1           (1) *in subsection (a)(1)(B) by striking “and sec-*  
2           *tion 49108 of this title”;* and

3           (2) *in subsection (c)(6)(C) by inserting “the” be-*  
4           *fore “jurisdiction”.*

5           (w) *SEPARABILITY AND EFFECT OF JUDICIAL*  
6           *ORDER.—Section 49112(b) of title 49, United States Code,*  
7           *is amended—*

8           (1) *by striking paragraph (1); and*

9           (2) *by striking “(2) Any action” and inserting*  
10          *“Any action”.*

11       **SEC. 834. TRANSPORTATION OF ORGANS.**

12          (a) *IN GENERAL.—Not later than 90 days after the*  
13          *date of enactment of this Act, the Secretary of Transpor-*  
14          *tation, in consultation with the Administrator of the Fed-*  
15          *eral Aviation Administration, shall convene a working*  
16          *group (in this section referred to as the “working group”)*  
17          *to assist in developing best practices for transportation of*  
18          *an organ in the cabin of an aircraft operating under part*  
19          *121 of title 14, Code of Federal Regulations, and to identify*  
20          *regulations that hinder such transportation, if applicable.*

21          (b) *COMPOSITION.—The working group shall be com-*  
22          *prised of representatives from the following:*

23               (1) *Air carriers operating under part 121 of title*  
24               *14, Code of Federal Regulations.*

25               (2) *Organ procurement organizations.*

1           (3) *Organ transplant hospitals.*

2           (4) *Flight attendants.*

3           (5) *Other relevant Federal agencies involved in*  
4 *organ transportation or air travel.*

5           (c) *CONSIDERATIONS.—In establishing the best prac-*  
6 *tices described in subsection (a), the working group shall*  
7 *consider—*

8                 (1) *a safe, standardized process for acceptance,*  
9 *handling, management, and transportation of an*  
10 *organ in the cabin of such aircraft; and*

11                (2) *protocols to ensure the safe and timely trans-*  
12 *port of an organ in the cabin of such aircraft, includ-*  
13 *ing through connecting flights.*

14           (d) *RECOMMENDATIONS.—Not later than 1 year after*  
15 *the convening of the working group, such working group*  
16 *shall submit to the Secretary a report containing rec-*  
17 *ommendations for the best practices described in subsection*  
18 *(a).*

19           (e) *DEFINITION OF ORGAN.—In this section, the term*  
20 *“organ”—*

21                 (1) *has the meaning given such term in section*  
22 *121.2 of title 42, Code of Federal Regulations; and*

23                 (2) *includes organ-related tissue.*

1 **SEC. 835. REPORT ON APPLICATION APPROVAL TIMING.**

2 *Not later than 120 days after the date of enactment*  
3 *of this Act, the Administrator of the Federal Aviation Ad-*  
4 *ministration shall submit to the Committee on Transpor-*  
5 *tation and Infrastructure of the House of Representatives*  
6 *and the Committee on Commerce, Science, and Transpor-*  
7 *tation of the Senate a report detailing the amount of time*  
8 *the application approval process takes for agricultural air-*  
9 *craft operations under part 137 of title 14, Code of Federal*  
10 *Regulations.*

11 **SEC. 836. STUDY ON AIR CARGO OPERATIONS.**

12 *(a) IN GENERAL.—Not later than 180 days after the*  
13 *date of enactment of this Act, the Comptroller General of*  
14 *the United States shall initiate a study on the sustain-*  
15 *ability of air cargo operations.*

16 *(b) CONTENTS.—In conducting the study required*  
17 *under subsection (a), the Comptroller General shall address*  
18 *the following:*

19 *(1) Airport and cargo development strategies, in-*  
20 *cluding the pursuit of new air carriers and plans for*  
21 *physical expansion.*

22 *(2) Key historical statistics for passenger, cargo*  
23 *volumes, including freight, express, and mail cargo,*  
24 *and operations, including statistics distinguishing be-*  
25 *tween passenger and freight operations.*

1           (3) *A description of air cargo facilities, includ-*  
2           *ing the age and condition of such facilities and the*  
3           *square footage and configuration of the landside and*  
4           *airside infrastructure of such facilities, and cargo*  
5           *buildings.*

6           (4) *The projected square footage deficit of the*  
7           *cargo facilities and infrastructure described in para-*  
8           *graph (3).*

9           (5) *The projected requirements and square foot-*  
10          *age deficit for air cargo support facilities.*

11          (6) *The general physical and operating issues*  
12          *and constraints associated with air cargo operations.*

13          (7) *A description of delays in truck bays associ-*  
14          *ated with the infrastructure and critical landside*  
15          *issues, including truck maneuvering and queuing and*  
16          *parking for employees and customers.*

17          (8) *The estimated cost of developing new cargo*  
18          *facilities and infrastructure, including the identifica-*  
19          *tion of percentages for development with a return on*  
20          *investment and without a return on investment.*

21          (9) *The projected leasing costs to tenants per*  
22          *square foot with and without Federal funding of the*  
23          *non-return on investment allocation.*

1           (10) *A description of customs and general staff-*  
2           *ing issues associated with air cargo operations and*  
3           *the impacts of such issues on service.*

4           (11) *An assessment of the impact, cost, and esti-*  
5           *mated cost savings of using modern comprehensive*  
6           *communications and technology systems in air cargo*  
7           *operations.*

8           (12) *A description of the impact of Federal regu-*  
9           *lations and local enforcement of interdiction and fa-*  
10          *cilitation policies on throughput.*

11          (c) *REPORT.*—*The Comptroller General shall submit*  
12          *to the Committee on Transportation and Infrastructure of*  
13          *the House of Representatives and the Committee on Com-*  
14          *merce, Science, and Transportation of the Senate the results*  
15          *of the study carried out under this section.*

16          **SEC. 837. NEXT GENERATION RADIO ALTIMETERS.**

17          (a) *IN GENERAL.*—*Not later than 60 days after the*  
18          *date of enactment of this Act, the Administrator of the Fed-*  
19          *eral Aviation Administration, in coordination with indus-*  
20          *try and other relevant government stakeholders, shall carry*  
21          *out an accelerated program to assist with the development,*  
22          *testing, and certification of the standards and technology*  
23          *necessary to ensure industry and the Administration can*  
24          *certify, produce and meet the installation requirements for*

1 *next generation radio altimeters across all necessary air-*  
2 *craft by January 1, 2028.*

3       **(b) GRANT PROGRAM.**—*The Administrator may award*  
4 *grants for the purposes of research and development, testing,*  
5 *and other activities necessary to ensure that next generation*  
6 *radio altimeter technology is developed, tested, certified, and*  
7 *installed on necessary aircraft by 2028, including through*  
8 *public-private partnership grants (which shall include pro-*  
9 *tections for necessary intellectual property with respect to*  
10 *any private sector entity testing, certifying, or producing*  
11 *next generation radio altimeters under the program carried*  
12 *out under this section) with industry to ensure the acceler-*  
13 *ated production and installation by January 1, 2028.*

14       **(c) REVIEW AND REPORT.**—*Not later than 180 days*  
15 *after the enactment of this Act, the Administrator shall sub-*  
16 *mit to the Committee on Transportation and Infrastructure*  
17 *of the House of Representatives and the Committee on Com-*  
18 *merce, Science, and Transportation of the Senate a report*  
19 *on the steps the Administrator has taken as of the date on*  
20 *which such report is submitted and any actions the Admin-*  
21 *istrator plans to take, including as part of the program car-*  
22 *ried out under this section, to ensure that next generation*  
23 *radio altimeter technology is developed, tested, certified, and*  
24 *installed by 2028.*



1 **SEC. 838. SENSE OF CONGRESS REGARDING SAFETY AND**  
2 **SECURITY OF AVIATION INFRASTRUCTURE.**

3 *It is the sense of Congress that aviation provides essen-*  
4 *tial services critical to the United States economy and that*  
5 *it is important to ensure the safety and security of aviation*  
6 *infrastructure and protect such infrastructure from unlaw-*  
7 *ful breaches with appropriate legal safeguards.*

8 **SEC. 839. RESTRICTED CATEGORY AIRCRAFT MAINTENANCE**  
9 **AND OPERATIONS.**

10 *Notwithstanding any other provision of law, the Ad-*  
11 *ministrator of the Federal Aviation Administration shall*  
12 *have sole jurisdiction over the maintenance and operations*  
13 *of aircraft owned by civilian operators and type-certificated*  
14 *in the restricted category under section 21.25 of title 14,*  
15 *Code of Federal Regulations.*

16 **SEC. 840. REPORT ON TELEWORK.**

17 *Not later than 120 days after the date of the enactment*  
18 *of this Act, the Secretary of Transportation shall submit*  
19 *to the Committee on Transportation and Infrastructure of*  
20 *the House of Representatives, the Committee on Commerce,*  
21 *Science, and Transportation of the Senate, and the Com-*  
22 *mittees on Appropriations of the Senate and the House of*  
23 *Representatives a detailed report on any direct and indirect*  
24 *costs and inefficiencies associated with COVID-era telework*  
25 *policies at the Federal Aviation Administration.*

1 **SEC. 841. CREWMEMBER PUMPING GUIDANCE.**

2       (a) *IN GENERAL.*—Not later than 180 days after the  
3 date of enactment of this Act, the Administrator of the Fed-  
4 eral Aviation Administration shall issue guidance to part  
5 121 air carriers relating to the expression of milk by crew-  
6 members on an aircraft during noncritical phases of flight,  
7 consistent with the performance of the crewmember’s duties  
8 aboard the aircraft. The guidance shall be equally applica-  
9 ble to any lactating crewmember. In developing the guid-  
10 ance, the Administrator shall—

11           (1) *consider multiple methods of expressing*  
12 *breast milk that could be used by crewmembers, in-*  
13 *cluding the use of wearable lactation technology; and*

14           (2) *ensure the guidance will not require an air*  
15 *carrier or foreign air carrier to incur significant ex-*  
16 *pense, such as through—*

17                   (A) *the addition of an extra crewmember in*  
18 *response to providing a break;*

19                   (B) *removal or retrofitting of seats on the*  
20 *aircraft; or*

21                   (C) *modification or retrofitting of an air-*  
22 *craft.*

23       (b) *DEFINITIONS.*—*In this section:*

24           (1) *CREWMEMBER.*—*The term “crewmember”*  
25 *has the meaning given such term in section 1.1 of*  
26 *title 14, Code of Federal Regulations.*



1           (3) *Minimum breaks between foreign aircraft*  
2 *interchange agreements.*

3           (4) *Limits for no more than 1 foreign aircraft*  
4 *interchange agreement between 2 airlines.*

5           (5) *Limits for no more than 2 foreign aircraft*  
6 *on the interchange agreement.*

7 **SEC. 843. FEDERAL AVIATION ADMINISTRATION ACADEMY**  
8 **AND FACILITY EXPANSION PLAN.**

9           (a) *PLAN.*—

10           (1) *IN GENERAL.*—*No later than 90 days after*  
11 *the date of enactment of this section, the Adminis-*  
12 *trator of the Federal Aviation Administration shall*  
13 *initiate the development of a plan to—*

14           (A) *expand overall Federal Aviation Ad-*  
15 *ministration capacity relating to facilities, in-*  
16 *struction, equipment, and training resources to*  
17 *grow the number of developmental air traffic*  
18 *controllers enrolled per fiscal year and support*  
19 *increases in FAA air controller staffing to ad-*  
20 *vance the safety of the national airspace system;*  
21 *and*

22           (B) *establish a second FAA Academy.*

23           (2) *CONSIDERATIONS.*—*In developing the plan*  
24 *under paragraph (1), the Administrator shall con-*  
25 *sider—*

1           (A) the resources needed to support an in-  
2           crease in the total number of developmental air  
3           traffic controllers enrolled at the FAA Academies;

4           (B) the resources needed to lessen FAA  
5           Academy attrition per fiscal year;

6           (C) how to modernize the education and  
7           training of developmental air traffic controllers,  
8           including through the use of new techniques and  
9           technologies to support instruction, and whether  
10          field training can be administered more flexibly,  
11          such as at other Federal Aviation Administra-  
12          tion locations across the country;

13          (D) the equipment needed to support ex-  
14          panded instruction, including air traffic control  
15          simulation systems, virtual reality, and other  
16          virtual training platforms;

17          (E) projected staffing needs associated with  
18          FAA Academy expansion and the operation of  
19          virtual education platforms, including the num-  
20          ber of on-the-job instructors needed to educate  
21          and train additional developmental air traffic  
22          controllers;

23          (F) the use of existing Federal Aviation Ad-  
24          ministration-owned facilities and classroom

1           space and identifying potential opportunities for  
2           new construction;

3           (G) the costs of—

4                 (i) expanding Federal Aviation Ad-  
5                 ministration capacity (as described in  
6                 paragraph (1)(A)); and

7                 (ii) establishing a second FAA Acad-  
8                 emy (as described in paragraph (1)(B));

9           (H) soliciting input from, and coordinating  
10           with, relevant stakeholders as appropriate, in-  
11           cluding the exclusive bargaining representative of  
12           air traffic control specialists of the Federal Avia-  
13           tion Administration certified under section 7111  
14           of title 5, United States Code; and

15           (I) other logistical and financial consider-  
16           ations as determined by appropriate the Admin-  
17           istrator.

18           (b) *REPORT.*—Not later than 1 year after the date of  
19           enactment of this Act, the Administrator shall submit to  
20           the Committee on Transportation and Infrastructure of the  
21           House of Representatives and the Committee on Commerce,  
22           Science, and Transportation of the Senate the plan devel-  
23           oped under subsection (a).

24           (c) *BRIEFING.*—Not later than 180 days after the sub-  
25           mission of the plan under subsection (b), the Administrator

1 *shall brief the Committee on Transportation and Infra-*  
2 *structure of the House of Representatives and the Committee*  
3 *on Commerce, Science, and Transportation of the Senate*  
4 *on the plan, including the implementation of the plan.*

5 **TITLE IX—NATIONAL TRANSPOR-**  
6 **TATION SAFETY BOARD**  
7 **AMENDMENTS ACT OF 2023**

8 **SEC. 901. SHORT TITLE.**

9 *This title may be cited as the “National Transpor-*  
10 *tation Safety Board Amendments Act of 2023”.*

11 **SEC. 902. AUTHORIZATION OF APPROPRIATIONS.**

12 *Section 1118(a) of title 49, United States Code, is*  
13 *amended to read as follows:*

14 *“(a) IN GENERAL.—There are authorized to be appro-*  
15 *priated for the purposes of this chapter \$142,000,000 for*  
16 *fiscal year 2024, \$145,000,000 for fiscal year 2025,*  
17 *\$150,000,000 for fiscal year 2026, \$155,000,000 for fiscal*  
18 *year 2027, and \$161,000,000 for fiscal year 2028. Such*  
19 *sums shall remain available until expended.”.*

20 **SEC. 903. CLARIFICATION OF TREATMENT OF TERRITORIES.**

21 *Section 1101 of title 49, United States Code, is amend-*  
22 *ed to read as follows:*

23 **“§ 1101. Definitions**

24 *“(a) IN GENERAL.—In this chapter:*

1           “(1) *ACCIDENT*.—The term ‘accident’ includes  
2           *damage to or destruction of vehicles in surface or air*  
3           *transportation or pipelines, regardless of whether the*  
4           *initiating event is accidental or otherwise.*

5           “(2) *STATE*.—The term ‘State’ means a State of  
6           *the United States, the District of Columbia, Puerto*  
7           *Rico, the Virgin Islands, American Samoa, the North-*  
8           *ern Mariana Islands, and Guam.*

9           “(b) *APPLICABILITY OF OTHER DEFINITIONS*.—Sec-  
10          *tion 2101(23) of title 46 and section 40102(a) shall apply*  
11          *to this chapter.”.*

12          **SEC. 904. ADDITIONAL WORKFORCE TRAINING.**

13          (a) *TRAINING ON EMERGING TRANSPORTATION TECH-*  
14          *NOLOGIES*.—Section 1113(b)(1) of title 49, United States  
15          *Code, is amended—*

16                  (1) *in subparagraph (I) by striking “; and” and*  
17                  *inserting a semicolon;*

18                  (2) *in subparagraph (J) by striking the period*  
19                  *and inserting “; and”; and*

20                  (3) *by adding at the end the following:*

21                          “(K) *notwithstanding section 3301 of title 41,*  
22                          *acquire training on emerging transportation tech-*  
23                          *nologies.”.*

24          (b) *ADDITIONAL TRAINING NEEDS*.—Section 1115(d)  
25          *of title 49, United States Code, is amended by inserting*



1 “and in those subjects furthering the personnel and work-  
2 force development needs set forth in the strategic workforce  
3 plan of the Board as required under section 1113(h)” after  
4 “of accident investigation”.

5 **SEC. 905. ACQUIRING MISSION-ESSENTIAL KNOWLEDGE**  
6 **AND SKILLS.**

7 Section 1113(b) of title 49, United States Code, is  
8 amended by adding at the end the following:

9 “(3) *DIRECT HIRE AUTHORITY.*—

10 “(A) *IN GENERAL.*—Notwithstanding section  
11 3304 and sections 3309 through 3318 of title 5, the  
12 Chairman may, on a determination that there is a se-  
13 vere shortage of candidates or a critical hiring need  
14 for particular positions, recruit and directly appoint  
15 into the competitive service highly qualified personnel  
16 with specialized knowledge important to the function  
17 of the Board.

18 “(B) *LIMITATION.*—The authority granted under  
19 subparagraph (A) shall terminate on the date that is  
20 5 years after the date of the enactment of this para-  
21 graph.

22 “(C) *EXCEPTION.*—The authority granted under  
23 subparagraph (A) shall not apply to positions in the  
24 excepted service or the Senior Executive Service.

1           “(D) *REQUIREMENTS.*—*In exercising the author-*  
2           *ity granted under subparagraph (A), the Board shall*  
3           *ensure that any action taken by the Board—*

4                     “(i) *is consistent with the merit principles*  
5                     *of section 2301 of title 5; and*

6                     “(ii) *complies with the public notice re-*  
7                     *quirements of section 3327 of title 5.”.*

8   **SEC. 906. OVERTIME ANNUAL REPORT TERMINATION.**

9           *Section 1113(g)(5) of title 49, United States Code, is*  
10          *repealed.*

11   **SEC. 907. STRATEGIC WORKFORCE PLAN.**

12          *Section 1113 of title 49, United States Code, is amend-*  
13          *ed by adding at the end the following:*

14                 “(h) *STRATEGIC WORKFORCE PLAN.*—

15                     “(1) *IN GENERAL.*—*The Board shall develop a*  
16                     *strategic workforce plan that addresses the immediate*  
17                     *and long-term workforce needs of the Board with re-*  
18                     *spect to carrying out the authorities and duties of the*  
19                     *Board under this chapter.*

20                     “(2) *ALIGNING THE WORKFORCE TO STRATEGIC*  
21                     *GOALS.*—*In developing the strategic workforce plan*  
22                     *under paragraph (1), the Board shall take into con-*  
23                     *sideration—*

24                             “(A) *the current state and capabilities of*  
25                             *the Board, including a high-level review of mis-*

1            *sion requirements, structure, workforce, and per-*  
2            *formance of the Board;*

3            *“(B) the significant workforce trends, needs,*  
4            *issues, and challenges with respect to the Board*  
5            *and the transportation industry;*

6            *“(C) the workforce policies, strategies, per-*  
7            *formance measures, and interventions to miti-*  
8            *gate succession risks that guide the workforce in-*  
9            *vestment decisions of the Board;*

10           *“(D) a workforce planning strategy that*  
11           *identifies workforce needs, including the knowl-*  
12           *edge, skills, and abilities needed to recruit and*  
13           *retain skilled employees at the Board;*

14           *“(E) a workforce management strategy that*  
15           *is aligned with the mission, goals, and organiza-*  
16           *tional objectives of the Board;*

17           *“(F) an implementation system for work-*  
18           *force goals focused on addressing continuity of*  
19           *leadership and knowledge sharing across the*  
20           *Board;*

21           *“(G) an implementation system that ad-*  
22           *dresses workforce competency gaps, particularly*  
23           *in mission-critical occupations; and*

1           “(H) a system for analyzing and evaluating  
2           the performance of the Board’s workforce man-  
3           agement policies, programs, and activities.

4           “(3) *PLANNING PERIOD.*—The strategic workforce  
5           plan developed under paragraph (1) shall address a  
6           5-year forecast period, but may include planning for  
7           longer periods based on information about trends in  
8           the transportation sector.

9           “(4) *PLAN UPDATES.*—The Board shall update  
10          the strategic workforce plan developed under para-  
11          graph (1) not less than once every 5 years.

12          “(5) *RELATIONSHIP TO STRATEGIC PLAN.*—The  
13          strategic workforce plan developed under paragraph  
14          (1) may be developed separately from, or incorporated  
15          into, the strategic plan required under section 306 of  
16          title 5.

17          “(6) *AVAILABILITY.*—The strategic workforce  
18          plan under paragraph (1) and the strategic plan re-  
19          quired under section 306 of title 5 shall be—

20                 “(A) submitted to the Committee on Trans-  
21                 portation and Infrastructure of the House of  
22                 Representatives and the Committee on Com-  
23                 merce, Science, and Transportation of the Sen-  
24                 ate; and

1                   “(B) made available to the public on a  
2                   website of the Board.”.

3 **SEC. 908. TRAVEL BUDGETS.**

4           (a) *IN GENERAL.*—Section 1113 of title 49, United  
5 States Code, is further amended by adding at the end the  
6 following:

7           “(i) *NONACCIDENT RELATED TRAVEL BUDGET.*—

8                   “(1) *IN GENERAL.*—The Board shall establish  
9                   annual fiscal year budgets for non accident-related  
10                   travel expenditures for each Board member which  
11                   shall be incorporated into the annual budget request  
12                   of the Board.

13                   “(2) *NOTIFICATION.*—The Board shall notify the  
14                   Committee on Transportation and Infrastructure of  
15                   the House of Representatives and the Committee on  
16                   Commerce, Science, and Transportation of the Senate  
17                   of any non accident-related travel budget overrun for  
18                   any Board member not later than 30 days of such  
19                   overrun becoming known to the Board.”.

20           (b) *CONFORMING AMENDMENT.*—Section 9 of the Na-  
21 tional Transportation Safety Board Amendments Act of  
22 2000 (49 U.S.C. 1113 note) is repealed.

23 **SEC. 909. RETENTION OF RECORDS.**

24           Section 1113 of title 49, United States Code, is further  
25 amended by adding at the end the following:

1       “(j) *RETENTION OF RECORDS.*—Notwithstanding  
2 *chapters 21, 29, 31, and 33 of title 44, the Board may re-*  
3 *tain investigative records for such periods as determined*  
4 *by the Board.*”.

5 **SEC. 910. NONDISCLOSURE OF INTERVIEW RECORDINGS.**

6       (a) *IN GENERAL.*—Section 1114 of title 49, United  
7 *States Code, is amended—*

8           (1) *in subsection (b)—*

9               (A) *in the subsection heading by striking*  
10               “*TRADE SECRETS*” *and inserting “CERTAIN*  
11               *CONFIDENTIAL INFORMATION*”; *and*

12               (B) *in paragraph (1)—*

13                   (i) *by striking “The Board” and in-*  
14                   *serting “IN GENERAL.—The Board”*; *and*

15                   (ii) *by striking “information related to*  
16                   *a trade secret referred to in section 1905 of*  
17                   *title 18” and inserting “confidential infor-*  
18                   *mation described in section 1905 of title 18,*  
19                   *including trade secrets,”*; *and*

20               (2) *by adding at the end the following:*

21               “(h) *INTERVIEW RECORDINGS.*—

22                   “(1) *IN GENERAL.*—*The Board may not publicly*  
23                   *disclose any part of any audio or video recording of*  
24                   *an interview of participants in, or witnesses to, an*  
25                   *accident or incident investigated by the Board.*”

1           “(2) *SAVINGS PROVISION.*—Paragraph (1) shall  
2           *not be construed to apply to transcripts or summaries*  
3           *of such interviews.*”.

4           (b) *AVIATION ENFORCEMENT.*—Section 1151 of title  
5 49, *United States Code*, is amended by adding at the end  
6 *the following:*

7           “(d) *NOTIFICATION TO CONGRESS.*—If the Board or  
8 *Attorney General* carry out such civil actions described in  
9 *subsection (a) or (b) of this section* against an airman em-  
10 *ployed at the time of the accident or incident* by an air  
11 *carrier operating under part 121 of title 14, Code of Federal*  
12 *Regulations*, the Board shall immediately notify the Com-  
13 *mittee on Transportation and Infrastructure of the House*  
14 *of Representatives* and the *Committee on Commerce,*  
15 *Science, and Transportation of the Senate* of such civil ac-  
16 *tions, including—*

17           “(1) *the labor union representing the airman in-*  
18           *volved, if applicable;*

19           “(2) *the air carrier at which the airman is em-*  
20           *ployed;*

21           “(3) *the docket information of the incident or ac-*  
22           *cident in which the airman was involved;*

23           “(4) *the date of such civil actions taken by the*  
24           *Board or Attorney General; and*

1           “(5) a description of why such civil actions were  
2           taken by the Board or Attorney General.

3           “(e) *SUBSEQUENT NOTIFICATION TO CONGRESS.*—Not  
4 later than 15 days after the notification described in sub-  
5 section (d), the Board shall submit a report to or brief the  
6 Committee on Transportation and Infrastructure of the  
7 House of Representatives and the Committee on Commerce,  
8 Science, and Transportation of the Senate describing the  
9 status of compliance with the civil actions taken.”.

10 **SEC. 911. CLOSED UNACCEPTABLE RECOMMENDATIONS.**

11           Section 1116(c) of title 49, United States Code, is  
12 amended—

13           (1) by redesignating paragraphs (3) through (6)  
14 as paragraphs (4) through (7), respectively; and

15           (2) by inserting after paragraph (2) the fol-  
16 lowing:

17           “(3) a list of each recommendation made by the  
18 Board to the Secretary of Transportation or the Com-  
19 mandant of the Coast Guard that was closed in an  
20 unacceptable status in the preceding 12 months;”.

21 **SEC. 912. ESTABLISHMENT OF OFFICE OF OVERSIGHT, AC-**  
22 **COUNTABILITY, AND QUALITY ASSURANCE.**

23           (a) *IN GENERAL.*—Subchapter II of chapter 11 of title  
24 49, United States Code, is amended by adding at the end  
25 the following:



1 **“§ 1120. Office of Oversight, Accountability, and Qual-**  
2 **ity Assurance**

3 “(a) *ESTABLISHMENT.*—Not later than 1 year after the  
4 date of enactment of this section, the Board shall establish  
5 in the National Transportation Safety Board an Office of  
6 Oversight, Accountability, and Quality Assurance to pro-  
7 vide oversight of the duties and responsibilities of the Board.

8 “(b) *DIRECTOR.*—

9 “(1) *APPOINTMENT.*—The head of the Office of  
10 Oversight, Accountability, and Quality Assurance  
11 shall be the Director, who shall be appointed by the  
12 Chairman of the Board and shall be approved by the  
13 Board.

14 “(2) *QUALIFICATIONS.*—The Director shall have  
15 demonstrated ability in investigations.

16 “(3) *TERM.*—The Director shall be appointed for  
17 a term of 5 years.

18 “(4) *VACANCIES.*—Any individual approved to  
19 fill a vacancy in the position of the Director occur-  
20 ring before the expiration of the term for which the  
21 predecessor of the individual was approved shall be  
22 approved for the remainder of the term or for a new  
23 term.

24 “(c) *DUTIES.*—The Director shall—

25 “(1) establish and ensure policies that promote  
26 integrity, efficiency, and effectiveness;

1           “(2) prevent and detect waste, fraud, and abuse  
2           in programs and operations;

3           “(3) provide policy direction related to the con-  
4           duct, supervision, and coordination of audits and in-  
5           vestigations relating to the activities of the Board;

6           “(4) identify trends and systemic issues within  
7           the agency and create strategies and recommendations  
8           to address such issues;

9           “(5) conduct impartial information gathering  
10          about complaints or concerns, and ensure the Board  
11          is meeting any quality and timeliness standards; and

12          “(6) not conduct any of the duties under this  
13          subsection in a manner that interferes with an ongo-  
14          ing safety investigation of the Board.

15          “(d) *REPORTING CRIMINAL VIOLATIONS TO DEPART-*  
16          *MENT OF JUSTICE.*—If the Director has reasonable grounds  
17          to believe that there has been a violation of Federal criminal  
18          law, the Director shall refer the matter to the Department  
19          of Justice.

20          “(e) *SAVINGS CLAUSE.*—Nothing in this section shall  
21          be construed to interfere or give the Office jurisdiction over  
22          any active investigation by the Board or the content of  
23          products approved by a vote of the Board.

24          “(f) *ANNUAL REPORT.*—

1           “(1) *IN GENERAL.*—*The Director shall submit to*  
2           *the Board, the Committee on Transportation and In-*  
3           *frastructure of the House of Representatives and the*  
4           *Committee on Commerce, Science, and Transpor-*  
5           *tation of the Senate an annual report on the activi-*  
6           *ties, investigations, findings, and recommendations of*  
7           *the Director.*

8           “(2) *SUNSET.*—*This subsection shall cease to*  
9           *have effect on October 1, 2028.”.*

10          “(b) *CLERICAL AMENDMENT.*—*The analysis for chapter*  
11          *11 of title 49, United States Code, is amended by adding*  
12          *after the item relating to section 1119 the following:*

          “1120. *Office of Oversight, Accountability, and Quality Assurance.*”.

13          “(c) *PEER REVIEW.*—*Not earlier than 3 years after the*  
14          *date of enactment of this Act and not later than 5 years*  
15          *after the date of enactment of this Act, the Director of the*  
16          *Office of Oversight, Accountability, and Quality Assurance*  
17          *of the National Transportation Safety Board shall enter*  
18          *into the necessary arrangements with an inspector general,*  
19          *or similar Federal entity, to perform a peer review of the*  
20          *Office.*

21          **SEC. 913. MISCELLANEOUS INVESTIGATIVE AUTHORITIES.**

22          “(a)           *HIGHWAY            INVESTIGATIONS.*—*Section*  
23          *1131(a)(1)(B) of title 49, United States Code, is amended*  
24          *by striking “selects in cooperation with a State” and insert-*  
25          *ing “selects, concurrent with any State investigation”.*

1           (b) *RAIL INVESTIGATIONS.*—Section 1131(a)(1)(C) of  
2 title 49, United States Code, is amended by striking “acci-  
3 dent in which there is a fatality or substantial property  
4 damage, or that involves a passenger train” and inserting  
5 “accident, including a railroad grade crossing or trespasser  
6 accident that the Board selects, or in which there is other-  
7 wise a fatality or substantial property damage, or that in-  
8 volves a passenger train”.

9 **SEC. 914. PUBLIC AVAILABILITY OF ACCIDENT REPORTS.**

10           Section 1131(e) of title 49, United States Code, is  
11 amended by striking “public at reasonable cost.” and in-  
12 serting the following: “public

13                   “(1) in printed form at reasonable cost; and

14                   “(2) in electronic form at no cost in a publicly  
15 accessible database on a website of the Board.”.

16 **SEC. 915. ENSURING ACCOUNTABILITY FOR TIMELINESS OF**  
17 **REPORTS.**

18           Section 1131 of title 49, United States Code, is amend-  
19 ed by adding at the end the following:

20           “(f) *TIMELINESS OF REPORTS.*—If any accident re-  
21 port under subsection (e) is not completed within 2 years  
22 from the date of the accident, the Board shall submit to  
23 the Committee on Transportation and Infrastructure of the  
24 House of Representatives and the Committee on Commerce,  
25 Science, and Transportation of the Senate a report identi-

1 *fy*ing such accident report and the reasons for which such  
2 report has not been completed. The Board shall report  
3 progress toward completion of the accident report to each  
4 such Committees every 90 days thereafter, until such time  
5 as the accident report is completed.”.

6 **SEC. 916. ENSURING ACCESS TO DATA.**

7 Section 1134 of title 49, United States Code, is amend-  
8 ed by adding at the end the following:

9 “(g) *RECORDERS AND DATA.*—In investigating an ac-  
10 cident under this chapter, the Board may—

11 “(1) obtain any recorder or recorded information  
12 pertinent to the accident;

13 “(2) require a manufacturer or the vendors, sup-  
14 pliers, or affiliates of such manufacturer, to provide  
15 to the Board, without delay, information the Board  
16 determines necessary to enable the Board to read and  
17 interpret any recording device or recorded informa-  
18 tion pertinent to the accident; and

19 “(3) require a manufacturer or the vendors, sup-  
20 pliers, or affiliates of such manufacturer, to provide  
21 to the Board, without delay, data and other intellec-  
22 tual property the Board determines necessary to en-  
23 able the Board to perform independent physics-based  
24 simulations and analyses of the accident situation.”.

1 **SEC. 917. PUBLIC AVAILABILITY OF SAFETY RECOMMENDA-**  
2 **TIONS.**

3 *Section 1135(c) of title 49, United States Code, is*  
4 *amended by striking “public at reasonable cost.” and in-*  
5 *serting the following: “public—*

6 *“(1) in printed form at reasonable cost; and*

7 *“(2) in electronic form in a publicly accessible*  
8 *database on a website of the Board at no cost.”.*

9 **SEC. 918. IMPROVING DELIVERY OF FAMILY ASSISTANCE.**

10 *(a) AIRCRAFT ACCIDENTS.—Section 1136 of title 49,*  
11 *United States Code, is amended—*

12 *(1) in the heading by striking “**to families of***  
13 ***passengers involved in aircraft accidents**”*  
14 *and inserting “**to passengers involved in air-***  
15 ***craft accidents and families of such pas-***  
16 ***sengers**”;*

17 *(2) in subsection (a)—*

18 *(A) by inserting “within United States air-*  
19 *space or airspace delegated to the United States”*  
20 *after “aircraft accident”;*

21 *(B) by striking “National Transportation*  
22 *Safety Board shall” and inserting “Board*  
23 *shall”; and*

24 *(C) in paragraph (2)—*

25 *(i) by striking “emotional care and*  
26 *support” and inserting “emotional, psycho-*

1                   logical, and spiritual care and support serv-  
2                   ices”; and

3                   (ii) by striking “the families of pas-  
4                   sengers involved in the accident” and in-  
5                   serting “passengers involved in the accident  
6                   and the families of such passengers”;

7                   (3) in subsection (c)—

8                   (A) in the matter preceding paragraph (1),  
9                   by striking “the families of passengers involved  
10                  in the accident” and inserting “passengers in-  
11                  volved in the accident and the families of such  
12                  passengers”;

13                  (B) in paragraph (1) by striking “mental  
14                  health and counseling services” and inserting  
15                  “emotional, psychological, and spiritual care  
16                  and support services”;

17                  (C) in paragraph (3)—

18                  (i) by striking “the families who have  
19                  traveled to the location of the accident” and  
20                  inserting “passengers involved in the acci-  
21                  dent and the families of such passengers  
22                  who have traveled to the location of the acci-  
23                  dent”; and

24                  (ii) by inserting “passengers and” be-  
25                  fore “affected families”; and

1           (D) in paragraph (4), by inserting “pas-  
2           sengers and” before “families”;

3           (4) by amending subsection (d) to read as fol-  
4           lows:

5           “(d) PASSENGER LISTS.—

6           “(1) REQUESTS FOR PASSENGER LISTS BY THE  
7           DIRECTOR OF FAMILY SERVICES.—

8           “(A) REQUESTS BY DIRECTOR OF FAMILY  
9           SUPPORT SERVICES.—It shall be the responsi-  
10          bility of the director of family support services  
11          designated for an accident under subsection  
12          (a)(1) to request, as soon as practicable, from the  
13          air carrier or foreign air carrier involved in the  
14          accident a passenger list, which is based on the  
15          best available information at the time of the re-  
16          quest.

17          “(B) USE OF INFORMATION.—The director  
18          of family support services may not release to any  
19          person information on a list obtained under sub-  
20          paragraph (A), except that the director may, to  
21          the extent the director considers appropriate,  
22          provide information on the list about a pas-  
23          senger to—

24                 “(i) the family of the passenger; or



1                   “(ii) a local, State, or Federal agency  
2                   responsible for determining the whereabouts  
3                   or welfare of a passenger.

4                   “(2) *REQUESTS FOR PASSENGER LISTS BY DES-*  
5                   *IGNATED ORGANIZATION.—*

6                   “(A) *REQUESTS BY DESIGNATED ORGANIZA-*  
7                   *TION.—The organization designated for an acci-*  
8                   *dent under subsection (a)(2) may request from*  
9                   *the air carrier or foreign air carrier involved in*  
10                   *the accident a passenger list.*

11                   “(B) *USE OF INFORMATION.—The des-*  
12                   *ignated organization may not release to any per-*  
13                   *son information on a passenger list but may*  
14                   *provide information on the list about a pas-*  
15                   *senger to the family of the passenger to the extent*  
16                   *the organization considers appropriate.”;*

17                   (5) *in subsection (g)(1) by striking “the families*  
18                   *of passengers involved in the accident” and inserting*  
19                   *“passengers involved in the accident and the families*  
20                   *of such passengers”;*

21                   (6) *in subsection (g)(3)—*

22                   (A) *in the paragraph heading by striking*  
23                   *“PREVENT MENTAL HEALTH AND COUNSELING”*  
24                   *and inserting “PREVENT CERTAIN CARE AND*  
25                   *SUPPORT”;*

1           (B) by striking “providing mental health  
2           and counseling services” and inserting “pro-  
3           viding emotional, psychological, and spiritual  
4           care and support”; and

5           (C) by inserting “passengers and” before  
6           “families”;

7           (7) in subsection (h)—

8           (A) by striking “National Transportation  
9           Safety”; and

10          (B) by adding at the end the following:

11          “(3) *PASSENGER LIST*.—The term ‘passenger list’  
12          means a list based on the best available information  
13          at the time of a request, of the name of each passenger  
14          aboard the aircraft involved in the accident.”; and

15          (8) in subsection (i) by striking “the families of  
16          passengers involved in an aircraft accident” and in-  
17          serting “passengers involved in the aircraft accident  
18          and the families of such passengers”.

19          (b) *CLERICAL AMENDMENT*.—The analysis for chapter  
20          11 of title 49, United States Code, is further amended by  
21          striking the item relating to section 1136 and inserting the  
22          following:

            “1136. Assistance to passengers involved in aircraft accidents and families of such  
                passengers.”.

23          (c) *RAIL ACCIDENTS*.—Section 1139 of title 49, United  
24          States Code, is amended—

1           (1) *in the heading by striking “**to families of***  
2           ***passengers involved in rail passenger ac-***  
3           ***idents” and inserting “to passengers in-***  
4           ***involved in rail passenger accidents and***  
5           ***families of such passengers”;***

6           (2) *in subsection (a) by striking “National*  
7           *Transportation Safety Board shall” and inserting*  
8           *“Board shall”;*

9           (3) *in subsection (a)(2)—*

10           (A) *by striking “emotional care and sup-*  
11           *port” and inserting “emotional, psychological*  
12           *and spiritual care and support services”;* and

13           (B) *by striking “the families of passengers*  
14           *involved in the accident” and inserting “pas-*  
15           *sengers involved in the accident and the families*  
16           *of such passengers”;*

17           (4) *in subsection (c)—*

18           (A) *in the matter preceding paragraph (1)*  
19           *by striking “the families of passengers involved*  
20           *in the accident” and inserting “passengers in-*  
21           *involved in the accident and the families of such*  
22           *passengers”;*

23           (B) *in paragraph (1) by striking “mental*  
24           *health and counseling services” and inserting*

1           *“emotional, psychological, and spiritual care*  
2           *and support services”;*

3           *(C) in paragraph (3)—*

4                     *(i) by striking “the families who have*  
5                     *traveled to the location of the accident” and*  
6                     *inserting “passengers involved in the acci-*  
7                     *dent and the families of such passengers*  
8                     *who have traveled to the location of the acci-*  
9                     *dent”;* and

10                    *(ii) by inserting “passengers and” be-*  
11                    *fore “affected families”;* and

12           *(D) in paragraph (4), by inserting “pas-*  
13           *sengers and” before “families”;*

14           *(5) by amending subsection (d) to read as fol-*  
15           *lows:*

16           *“(d) PASSENGER LISTS.—*

17                     *“(1) REQUESTS FOR PASSENGER LISTS BY THE*  
18                     *DIRECTOR OF FAMILY SERVICES.—*

19                     *“(A) REQUESTS BY DIRECTOR OF FAMILY*  
20                     *SUPPORT SERVICES.—It shall be the responsi-*  
21                     *bility of the director of family support services*  
22                     *designated for an accident under subsection*  
23                     *(a)(1) to request, as soon as practicable, from the*  
24                     *rail passenger carrier involved in the accident a*

1           *passenger list, which is based on the best avail-*  
2           *able information at the time of the request.*

3           “(B) *USE OF INFORMATION.*—*The director*  
4           *of family support services may not release to any*  
5           *person information on a list obtained under sub-*  
6           *paragraph (A), except that the director may, to*  
7           *the extent the director considers appropriate,*  
8           *provide information on the list about a pas-*  
9           *senger to—*

10                   “(i) *the family of the passenger; or*

11                   “(ii) *a local, State, or Federal agency*  
12                   *responsible for determining the whereabouts*  
13                   *or welfare of a passenger.*

14           “(2) *REQUESTS FOR PASSENGER LISTS BY DES-*  
15           *IGNATED ORGANIZATION.*—

16                   “(A) *REQUESTS BY DESIGNATED ORGANIZA-*  
17                   *TION.*—*The organization designated for an acci-*  
18                   *dent under subsection (a)(2) may request from*  
19                   *the rail passenger carrier involved in the acci-*  
20                   *dent a passenger list.*

21                   “(B) *USE OF INFORMATION.*—*The des-*  
22                   *ignated organization may not release to any per-*  
23                   *son information on a passenger list but may*  
24                   *provide information on the list about a pas-*

1           senger to the family of the passenger to the extent  
2           the organization considers appropriate.”;

3           (6) in subsection (g)(1), by striking “the families  
4           of passengers involved in the accident” and inserting  
5           “passengers involved in the accident and the families  
6           of such passengers”;

7           (7) in subsection (g)(3)—

8           (A) in the paragraph heading, by striking  
9           “PREVENT MENTAL HEALTH AND COUNSELING”  
10           and inserting “PREVENT CERTAIN CARE AND  
11           SUPPORT”;

12           (B) by striking “providing mental health  
13           and counseling services” and inserting “pro-  
14           viding emotional, psychological, and spiritual  
15           care and support”; and

16           (C) by inserting “passengers and” before  
17           “families”; and

18           (8) in subsection (h)—

19           (A) by striking “National Transportation  
20           Safety”; and

21           (B) by adding at the end the following:

22           “(4) PASSENGER LIST.—The term ‘passenger list’  
23           means a list based on the best available information  
24           at the time of the request, of the name of each pas-  
25           senger aboard the rail passenger carrier’s train in-

1        *involved in the accident. A rail passenger carrier shall*  
 2        *use reasonable efforts, with respect to its unreserved*  
 3        *trains, and passengers not holding reservations on its*  
 4        *other trains, to ascertain the names of passengers*  
 5        *aboard a train involved in an accident.”.*

6        *(d) PLANS TO ADDRESS NEEDS OF FAMILIES OF PAS-*  
 7        *SENGERS INVOLVED IN RAIL PASSENGER ACCIDENTS.—*  
 8        *Section 24316(a) of title 49, United States Code, is amend-*  
 9        *ed by striking “a major” and inserting “any”.*

10        *(e) CLERICAL AMENDMENT.—The analysis for chapter*  
 11        *11 of title 49, United States Code, is further amended by*  
 12        *striking the item relating to section 1139 and inserting the*  
 13        *following:*

*“1139. Assistance to passengers involved in rail passenger accidents and families  
 of such passengers.”.*

14        **SEC. 919. UPDATING CIVIL PENALTY AUTHORITY.**

15        *Section 1155 of title 49, United States Code, is amend-*  
 16        *ed—*

17                *(1) in the heading, by striking “**Aviation***  
 18        ***penalties**” and inserting “**Penalties**”; and*

19                *(2) in subsection (a), by striking “or section*  
 20        *1136(g) (related to an aircraft accident)” and insert-*  
 21        *ing “section 1136(g), or 1139(g)”.*

1 **SEC. 920. ELECTRONIC AVAILABILITY OF PUBLIC DOCKET**  
2 **RECORDS.**

3 (a) *IN GENERAL.*—Not later than 24 months after the  
4 date of enactment of this Act, the National Transportation  
5 Safety Board shall make all records included in the public  
6 docket of an accident or incident investigation conducted  
7 by the Board (or the public docket of a study, report, or  
8 other product issued by the Board) electronically available  
9 in a publicly accessible database on a website of the Board,  
10 regardless of the date on which such public docket or record  
11 was created.

12 (b) *DATABASE.*—In carrying out subsection (a), the  
13 Board may utilize the multimodal accident database man-  
14 agement system established pursuant to section 1108 of the  
15 *FAA Reauthorization Act of 2018* (49 U.S.C. 1119 note)  
16 or such other publicly available database as the Board de-  
17 termines appropriate.

18 (c) *BRIEFINGS.*—The Board shall provide the Com-  
19 mittee on Transportation and Infrastructure of the House  
20 of Representatives and the Committee on Commerce,  
21 Science, and Transportation of the Senate an annual brief-  
22 ing on the implementation of this section until requirements  
23 of subsection (a) are fulfilled. Such briefings shall include—

24 (1) the number of public dockets that have been  
25 made electronically available pursuant to this section;  
26 and



1           (2) *the number of public dockets that were un-*  
2           *able to be made electronically available, including all*  
3           *reasons for such inability.*

4           (d) *DEFINITIONS.—In this section, the terms “public*  
5           *docket” and “record” have the same meanings given such*  
6           *terms in section 801.3 of title 49, Code of Federal Regula-*  
7           *tions, as in effect on the date of enactment of this Act.*

8           **SEC. 921. DRUG-FREE WORKPLACE.**

9           *Not later than 12 months after the date of enactment*  
10          *of this Act, the National Transportation Safety Board shall*  
11          *implement a drug testing program applicable to Board em-*  
12          *ployees, including employees in safety or security sensitive*  
13          *positions, in accordance with Executive Order 12564 (51*  
14          *Fed. Reg. 32889).*

15          **SEC. 922. ACCESSIBILITY IN WORKPLACE.**

16          (a) *IN GENERAL.—Not later than 12 months after the*  
17          *date of enactment of this Act, the National Transportation*  
18          *Safety Board shall conduct an assessment of the head-*  
19          *quarters and regional offices of the Board to determine bar-*  
20          *riers to accessibility to facilities.*

21          (b) *CONTENTS.—In conducting the assessment under*  
22          *subsection (a), the Board shall consider—*

23                  (1) *compliance with—*

24                          (A) *the Architectural Barriers Act of 1968*

25                          *(42 U.S.C. 4151 et seq.) and the corresponding*

1           *accessibility guidelines established under part*  
2           *1191 of title 36, Code of Federal Regulations;*  
3           *and*

4                   *(B) the Americans with Disabilities Act of*  
5           *1990 (42 U.S.C. 12101 et seq.); and*

6           *(2) the best accessibility practices that exceed the*  
7           *requirements and recommendations of the Acts and*  
8           *guidelines described in paragraph (1).*

9   **SEC. 923. MOST WANTED LIST.**

10           *(a) TERMINATION OF PUBLICATION.—Not later than*  
11           *90 days after the date of enactment of this Act, the Chair-*  
12           *man of the National Transportation Safety Board shall ter-*  
13           *minate publication of the Most Wanted List and any activi-*  
14           *ties associated with production of any future Most Wanted*  
15           *List.*

16           *(b) RULES OF CONSTRUCTION.—Nothing in this sec-*  
17           *tion shall be construed to prohibit the Board from—*

18                   *(1) conducting advocacy activities unrelated to*  
19           *the Most Wanted List that the Board had the author-*  
20           *ity to conduct prior to the date of enactment of this*  
21           *Act; and*

22                   *(2) maintaining materials related to previously*  
23           *issued Most Wanted Lists.*

24           *(c) MOST WANTED LIST DEFINED.—In this section,*  
25           *the term “Most Wanted List” has the meaning given such*

1 *term in section 1102 of the FAA Reauthorization Act of*  
2 *2018 (49 U.S.C. 1101 note).*

3 **SEC. 924. TECHNICAL CORRECTIONS.**

4 (a) *EVALUATION AND AUDIT OF NATIONAL TRANSPORTATION SAFETY BOARD.*—*Section 1138(a) of title 49, United States Code, is amended by striking “expenditures of the National Transportation Safety” and inserting “expenditures of the”.*

9 (b) *ORGANIZATION AND ADMINISTRATIVE.*—*The analysis for chapter 11 of title 49, United States Code, is further*  
10 *amended—*

12 (1) *by striking the items relating to sections 117 and 1117; and*

14 (2) *by inserting after the item relating to section 1116 the following:*

*“1117. Methodology.”.*

16 (c) *SURFACE TRANSPORTATION BOARD.*—*The analysis for subtitle II of title 49, United States Code, is amended*  
17 *by inserting after the item relating to chapter 11 the following:*

*“13. Surface Transportation Board.”.*

20 **TITLE X—FREEDOM TO FLY ACT**  
21 **OF 2023**

22 **SECTION 1001. SHORT TITLE.**

23 *This title may be cited as the “Freedom to Fly Act*  
24 *of 2023”.*

1 **SEC. 1002. PROHIBITION ON IMPLEMENTATION OF VAC-**  
2 **CINATION MANDATE.**

3 *The Administrator may not implement or enforce any*  
4 *requirement that employees of air carriers be vaccinated*  
5 *against COVID–19.*

6 **SEC. 1003. PROHIBITION ON VACCINATION REQUIREMENTS**  
7 **FOR FAA CONTRACTORS.**

8 *The Administrator may not require any contractor to*  
9 *mandate that employees of such contractor obtain a*  
10 *COVID–19 vaccine or enforce any condition regarding*  
11 *COVID–19 vaccination status of employees of a contractor.*

12 **SEC. 1004. PROHIBITION ON VACCINE MANDATE FOR FAA**  
13 **EMPLOYEES.**

14 *The Administrator may not implement or enforce any*  
15 *requirement that employees of the Administration be vac-*  
16 *inated against COVID–19.*

17 **SEC. 1005. PROHIBITION ON VACCINE MANDATE FOR PAS-**  
18 **SENGERS OF AIR CARRIERS.**

19 *The Administrator may not implement or enforce any*  
20 *requirement that passengers of air carriers be vaccinated*  
21 *against COVID–19.*

22 **SEC. 1006. PROHIBITION ON IMPLEMENTATION OF A MASK**  
23 **MANDATE.**

24 *The Administrator may not implement or enforce any*  
25 *requirement that employee of air carriers wear a mask.*

1 **SEC. 1007. PROHIBITION ON MASK MANDATES FOR FAA**  
2 **CONTRACTORS.**

3 *The Administrator may not require any contractor to*  
4 *mandate that employees of such contractor wear a mask.*

5 **SEC. 1008. PROHIBITION ON MASK MANDATE FOR FAA EM-**  
6 **PLOYEES.**

7 *The Administrator may not implement or enforce any*  
8 *requirement that employees of the Administration wear a*  
9 *mask.*

10 **SEC. 1009. PROHIBITION ON MASK MANDATE FOR PAS-**  
11 **SENGERS OF AIR CARRIERS.**

12 *The Administrator may not implement or enforce any*  
13 *requirement that passengers of air carriers wear a mask.*

14 **SEC. 1010. DEFINITIONS.**

15 *In this title:*

16 (1) *ADMINISTRATOR.*—*The term “Administra-*  
17 *tion” means the Administrator of the Federal Avia-*  
18 *tion Administration.*

19 (2) *AIR CARRIER.*—*The term “air carrier” has*  
20 *the meaning given such term in section 40102 of title*  
21 *49, United States Code.*

Union Calendar No. 109

118<sup>TH</sup> CONGRESS  
1<sup>ST</sup> Session

**H. R. 3935**

[Report No. 118-138]

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**A BILL**

To amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes.

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JULY 11, 2023

Reported with an amendment, committed to the Committee of the Whole House on the State of the Union, and ordered to be printed