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(Original Signature of Member)

117TH CONGRESS  
2D SESSION

# H. R. 8049

To require the Secretary of Transportation to establish the Aerospace Supply Chain Resiliency Task Force, and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

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

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## A BILL

To require the Secretary of Transportation to establish the Aerospace Supply Chain Resiliency Task Force, 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.**

4 This Act may be cited as the “American Aerospace  
5 Supply Chain Resiliency, Innovation, and Advancement  
6 Act of 2022”.

1 **SEC. 2. AEROSPACE SUPPLY CHAIN RESILIENCY TASK**  
2 **FORCE.**

3 (a) **IN GENERAL.**—Not later than 90 days after the  
4 date of enactment of this Act, the Secretary of Transpor-  
5 tation shall establish the Aerospace Supply Chain Resil-  
6 iency Task Force (in this section referred to as the “Task  
7 Force”) to—

8 (1) identify and assess risks to United States  
9 aerospace supply chains, including the availability of  
10 raw materials and critical manufactured goods, with  
11 respect to—

12 (A) major end items produced by the aero-  
13 space industry; and

14 (B) the infrastructure of the National Air-  
15 space System; and

16 (2) identify best practices and make rec-  
17 ommendations to mitigate risks identified under  
18 paragraph (1) and support a robust United States  
19 aerospace supply chain.

20 (b) **MEMBERSHIP.**—

21 (1) **IN GENERAL.**—The Secretary shall appoint  
22 not more than 21 individuals to the Task Force.

23 (2) **COMPOSITION.**—In appointing individuals to  
24 the Task Force, the Secretary shall appoint—

25 (A) At least 1 individual representing each  
26 of the following:

- 1 (i) Manufacturers of aircraft.
- 2 (ii) Manufacturers of avionics.
- 3 (iii) Manufacturers of aircraft propul-
- 4 sion systems.
- 5 (iv) Manufacturers of aircraft struc-
- 6 tures.
- 7 (v) Manufacturers of communications,
- 8 navigation, and surveillance equipment
- 9 used for the provision of air traffic serv-
- 10 ices.
- 11 (vi) Commercial air carriers.
- 12 (vii) General aviation operators.
- 13 (viii) Rotorcraft operators.
- 14 (ix) Unmanned aircraft system opera-
- 15 tors.
- 16 (x) Aircraft maintenance providers.
- 17 (xi) Aviation safety organizations.
- 18 (B) At least 1 individual representing cer-
- 19 tified labor representatives of each of the fol-
- 20 lowing:
- 21 (i) Aircraft mechanics.
- 22 (ii) Aircraft engineers.
- 23 (iii) Aircraft manufacturers.

1 (iv) Airway transportation system spe-  
2 cialists employed by the Federal Aviation  
3 Administration.

4 (C) Individuals with expertise in logistics,  
5 economics, supply chain management, or an-  
6 other field or discipline related to the resilience  
7 of industrial supply chains.

8 (c) ACTIVITIES.—In carrying out the responsibilities  
9 of the Task Force described in subsection (a), the Task  
10 Force shall—

11 (1) engage with the aerospace industry to docu-  
12 ment trends in changes to production throughput  
13 and lead times of major end items produced by the  
14 aerospace industry;

15 (2) determine the extent to which United States  
16 aerospace supply chains are potentially exposed to  
17 significant disturbances, including the existence of  
18 and potential for supply chain issues such as  
19 chokepoints, bottlenecks, or shortages that could  
20 prevent or inhibit the production or flow of major  
21 end items and services;

22 (3) explore new solutions to resolve such supply  
23 chain issues identified under paragraph (2), includ-  
24 ing through the use of—

25 (A) existing aerospace infrastructure; and

1 (B) aerospace infrastructure, manufac-  
2 turing capabilities, and production capacities in  
3 small or rural communities;

4 (4) evaluate the potential for the introduction  
5 and integration of advanced technology to—

6 (A) relieve such supply chain issues; and

7 (B) fill such gaps;

8 (5) utilize, to the maximum extent practicable,  
9 existing supply chain studies, reports, and materials  
10 in carrying out the activities described in this sub-  
11 section; and

12 (6) provide recommendations to address, man-  
13 age, and relieve such supply chain issues.

14 (d) MEETINGS.—

15 (1) IN GENERAL.—Except as provided in para-  
16 graph (2), the Task Force shall convene at such  
17 times and places, and by such means, as the Sec-  
18 retary determines to be appropriate, which may in-  
19 clude the use of remote conference technology.

20 (2) TIMING.—The Task Force shall convene for  
21 an initial meeting not later than 120 days after the  
22 date of enactment of this Act and at least every 90  
23 days thereafter.

24 (e) REPORTS TO CONGRESS.—

25 (1) REPORT OF TASK FORCE.—

1 (A) IN GENERAL.—Not later than 1 year  
2 after the date of the initial meeting of the Task  
3 Force, the Task Force shall submit to the ap-  
4 propriate committees of Congress a report on  
5 the activities of the Task Force.

6 (B) CONTENTS.—The report required  
7 under subparagraph (A) shall include—

8 (i) best practices and recommenda-  
9 tions identified pursuant to subsection  
10 (a)(2);

11 (ii) a detailed description of the find-  
12 ings of the Task Force pursuant to the ac-  
13 tivities required by subsection (c); and

14 (iii) recommendations of the Task  
15 Force, if any, for regulatory, policy, or leg-  
16 islative action to improve Government ef-  
17 forts to reduce barriers, mitigate risk, and  
18 bolster the resiliency of United States  
19 aerospace supply chains.

20 (2) REPORT OF SECRETARY.—Not later than  
21 180 days after the submission of the report required  
22 under paragraph (1), the Secretary shall submit a  
23 report to the appropriate committees of Congress on  
24 the status or implementation of recommendations of

1 the Task Force included in the report required  
2 under paragraph (1).

3 (f) APPLICABLE LAW.—The Federal Advisory Com-  
4 mittee Act (5 U.S.C. App.) shall not apply to the Task  
5 Force.

6 (g) SUNSET.—The Task Force shall terminate upon  
7 the submission of the report required by subsection (e)(1).

8 (h) DEFINITIONS.—In this Act:

9 (1) APPROPRIATE COMMITTEES OF CON-  
10 GRESS.—The term “appropriate committees of Con-  
11 gress” means—

12 (A) the Committee on Transportation and  
13 Infrastructure of the House of Representatives;  
14 and

15 (B) the Committee on Commerce, Science,  
16 and Transportation of the Senate.

17 (2) MAJOR END ITEM.—The term “major end  
18 item” means—

19 (A) an aircraft;

20 (B) an aircraft engine or propulsion sys-  
21 tem;

22 (C) communications, navigation, or surveil-  
23 lance equipment used in the provision of air  
24 traffic services; and

1                   (D) any other end item the manufacture  
2                   and operation of which has a significant effect  
3                   on air commerce, as determined by the Sec-  
4                   retary.